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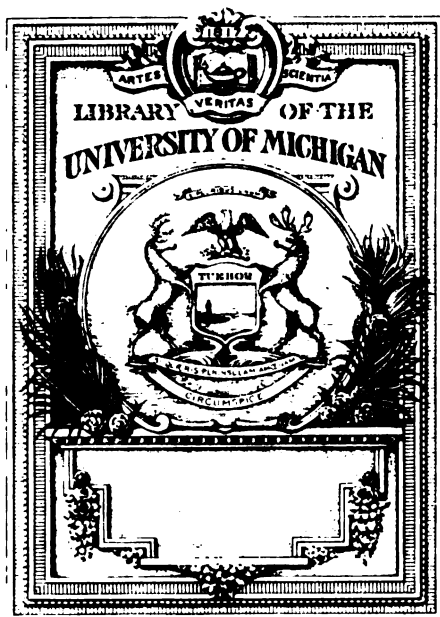
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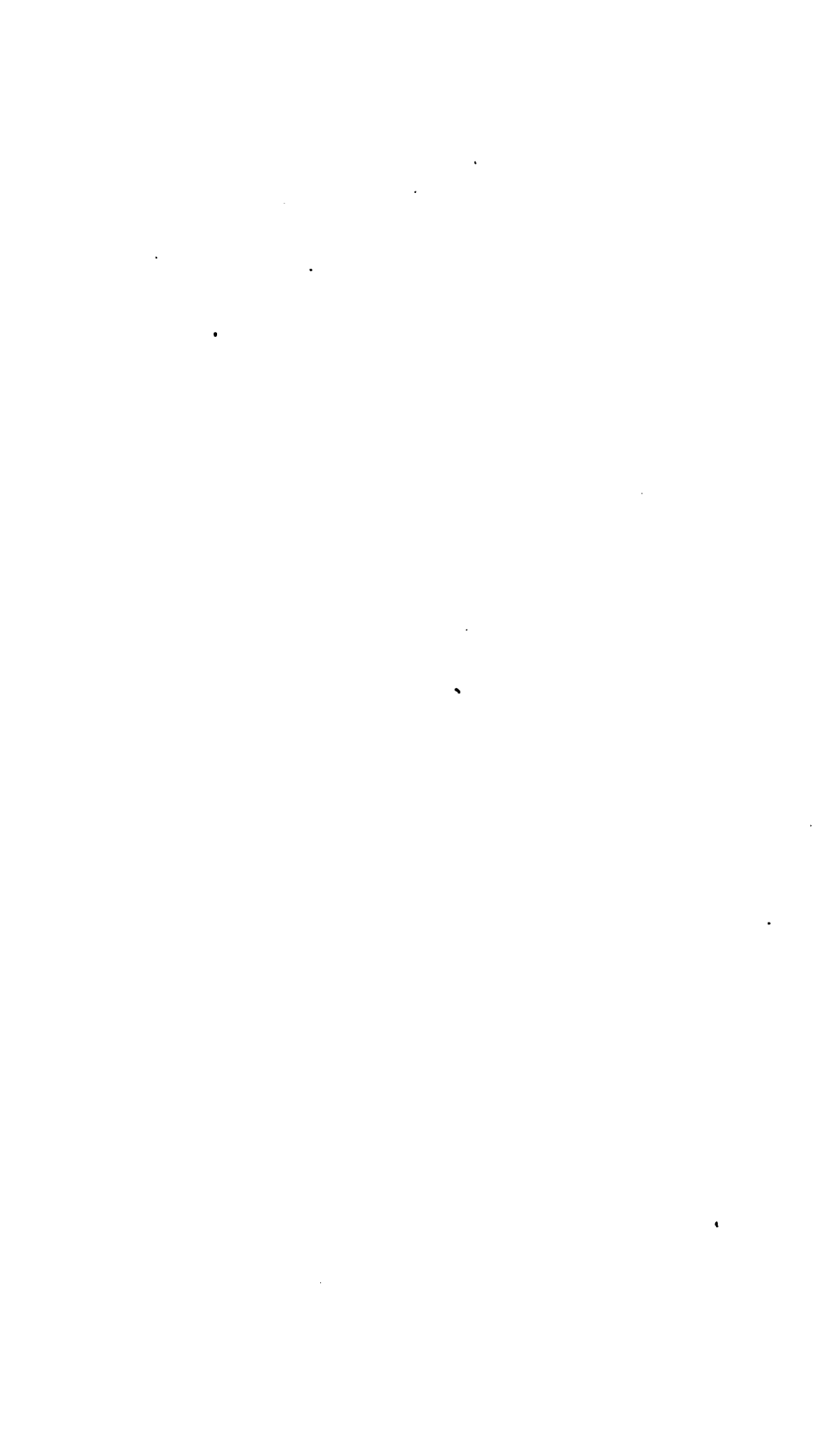
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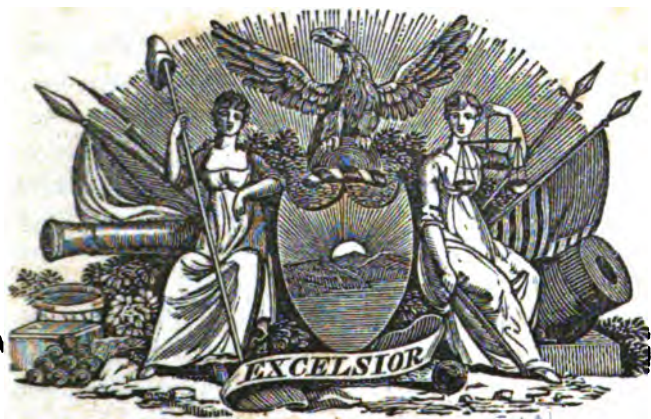
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DOCUMENTS
OF THE
SENATE
OF THE
STATE OF NEW-YORK,
SEVENTY-FOURTH SESSION.
1851.

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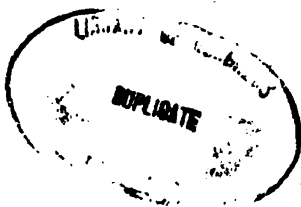


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1851.

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SECRET



State of New-York.

No. 1.

IN SENATE, JAN. 7, 1851.

OFFICIAL LIST OF THE MEMBERS OF THE SENATE.

SANFORD E. CHURCH, PRESIDENT, *Albion, Orleans County.*

<i>District number one,</i>	William Horace Brown.
<i>District number two,</i>	John A. Cross.
<i>District number three,</i>	Richard S. Williams.
<i>District number four,</i>	Clarkson Crolius.
<i>District number five,</i>	James W. Beekman.
<i>District number six,</i>	Edwin D. Morgan.
<i>District number seven,</i>	Benjamin Brandreth.
<i>District number eight,</i>	John Snyder.
<i>District number nine,</i>	James C. Curtis.
<i>District number ten,</i>	Marius Schoonmaker.
<i>District number eleven,</i>	Stephen H. Johnson.
<i>District number twelve,</i>	Thomas B. Carroll.
<i>District number thirteen,</i>	James M. Cook.
<i>District number fourteen,</i>	Thomas Crook.
<i>District number fifteen,</i>	William A. Dart.
<i>District number sixteen,</i>	George H. Fox.
<i>District number seventeen,</i>	Sidney Tuttle.
<i>District number eighteen,</i>	John Noyes.
<i>District number nineteen,</i>	Charles A. Mann.
<i>District number twenty,</i>	Asahel C. Stone.
<i>District number twenty-one,</i>	Alanson Skinner.
<i>District number twenty-two,</i>	George Geddes.

<i>District number twenty-three,</i>	Levi Dimmick.
<i>District number twenty-four,</i>	William Beach.
<i>District number twenty-five,</i>	Henry B. Stanton.
<i>District number twenty-six,</i>	George B. Guinnip.
<i>District number twenty-seven,</i>	Samuel Miller.
<i>District number twenty-eight,</i>	Alonzo S. Upham.
<i>District number twenty-nine,</i>	Charles Colt.
<i>District number thirty,</i>	Charles D. Robinson.
<i>District number thirty-one,</i>	George R. Babcock.
<i>District number thirty-two,</i>	Robert Owen, Junior.

State of New-York.

No. 2.

IN SENATE, JAN. 7, 1851.

ANNUAL MESSAGE OF THE GOVERNOR.

Fellow-citizens of the Senate and the Assembly:

In taking a general survey of the condition of the Commonwealth, whose interests have been entrusted to your charge by a confiding people, we witness the most gratifying evidences of public prosperity. It is impossible to contemplate the varied blessings which have fallen to our lot, as a people, without emotions of fervent gratitude to the Supreme Being, whose benignant favor has protected and sustained us through all past vicissitudes.

The State continues to advance with august strides on its upward mission of freedom and civilization. The republican institutions reared by our ancestors, and preserved in full vigor by the enlightened vigilance of the people, have been vindicated by experience, as the system of government most favorable to the dignity and happiness of the human race. Some of those institutions were reformed and liberalized by our new Constitution. Political power was brought nearer the people, by investing them with the direct choice of their judicial and administrative agents, and it is a source of high felicitation that the successful result of this organic change has furnished fresh proof of the capacity of our citizens for an intelligent discharge of the responsibilities of self-government.

[Senate, No. 2.]

At no former period in our history have the affairs of the State presented a more encouraging aspect. The year which has recently closed was peculiarly prosperous and auspicious. The pestilence which visited our cities the previous year, and which continues its desolating ravages on some portions of the continent disappeared beyond our borders, and was followed by a season of unexampled public health. The earth yielded an unusual abundance to remunerate the toil of its cultivators, and industry in other forms, including many branches of trade and manufactures, found active and profitable employment. With our rapid progress in wealth and population, it is gratifying to observe the constant advancement of our people in moral and intellectual improvement. The wider dissemination of knowledge among the masses, the influences shed abroad by our seminaries of learning, the constant increase of religious and benevolent institutions for the alleviation of human sorrows, the peaceful conquests of invention and the arts, all tend to elevate the condition of society and to strengthen the foundations of popular government. These genial influences, combining to augment the happiness and exalt the character of the State, have been cherished by the liberal spirit of past legislation; and I cannot too earnestly commend the enlightened action of your predecessors, in this regard, and especially in seconding the efforts of humane individuals to improve the moral and physical condition of the unfortunate and the humble, as an example worthy of your emulation.

It affords me much satisfaction to congratulate you on the sound and healthful condition of our State finances. It became my duty before retiring from the office of Comptroller, to prepare an annual report exhibiting the condition of the Treasury, and of the several funds at the close of the last fiscal year, to which, with the suggestions therein contained, I would respectfully invite your attention.

It appears that after meeting all the appropriations payable during the last fiscal year, from the ordinary revenues, there remained a balance in the General Fund at the close of the year, of \$54,521.28.

It is estimated that the receipts of the current year, from ordinary sources, will be sufficient to defray all the usual expenses of the State, and that the resources of the General Fund, as now established, will be found sufficient at all times for the support of the government without an increase of debt or taxation. There is an evident necessity, however, for economy in the expenditures; and I trust you will feel the importance of keeping the appropriations within the reliable means of the treasury. In addition to the ordinary current revenues, the Comptroller's report exhibits certain balances due to the General Fund from arrears of taxes and other sources, from which it is believed the treasury will realize over \$350,000 within the ensuing two years. It is with special reference to this resource that I deem it expedient in the present communication to recommend some appropriations for new institutions and improvements, which are conceived to be essential to the public welfare.

The aggregate amount of the State debt, on the 30th day of September last, was as follows:—

Canal debt,	\$16,171,109 16
General Fund debt,	6,359,693 32
	<hr/>
	\$22,530,802 48

exclusive of the stock loaned by the State to certain railroad corporations. It will appear from the report of the Commissioners of the Canal Fund, that the operations of the Sinking Fund are steadily reducing the canal debt. The application of the canal revenues in the manner prescribed by the State constitution, will discharge the entire State debt now existing, in the year 1868.

Our canals continue to yield a rich return. The amount received for canal tolls, including interest, rents, &c., during the last fiscal year, was \$3,486,172.30, being a small increase upon the receipts of the preceding year. After paying all the

expenses of superintendence, collection and repairs, and \$1,850,000 into the Sinking Funds and the General Fund, a surplus remained from the revenues of the last fiscal year of \$800,206.49, applicable to the completion of the Black River and Genesee Valley canals, and the enlargement of the Erie canal.

Previous to the last season of navigation, a considerable reduction was made by the Canal Board in the rates of toll on certain leading articles of transportation. Opinions will probably differ as to the precise effect of this reduction upon the trade and income of the canals; but it is generally believed that it attracted additional tonnage sufficient to equalize the diminution of revenue.

Serious apprehensions are entertained that the trade of the Erie canal will be impaired by the competition of railroads and other rival avenues in and out of the State, unless early and effectually measures are adopted to cheapen the expense of canal transportation. It is conceded on all hands that no material reduction can be made in the cost of canal freight without reducing the rates of toll, until the enlargement of the Erie canal shall enable our forwarders to increase the capacity of their boats. This important object will be attained in a partial degree by the completion of the new locks, on the enlarged plan. The reconstruction and enlargement of these structures has been nearly perfected, and new locks on the large scale will be brought into use on the entire line of the Erie canal at the opening of navigation the coming season, with the exception of five which are located at points where the route of the canal is to be changed. These cannot be reconstructed and made available without the simultaneous construction of several miles of new channel, estimated to cost over a million of dollars. But it is proposed to lengthen the old locks at these points, by temporary structures in such manner that the entire canal may be navigated by boats having an additional length of 28 feet as compared with those now in use. It is not to be disguised, however, that the enlargement of the locks renders a corresponding enlargement of the sections more necessary than before.

The quantity of water required for passing boats is greatly increased by the enlarged size of the new locks. It is found extremely difficult, and in some cases impossible, to force the necessary supply for this purpose through the narrow channel of the old canal. Much difficulty and embarrassment were experienced from this fact, during the last season of navigation. Notwithstanding the vigorous efforts of the Commissioners and their subordinates, it was found impracticable to sustain the necessary height of water on some of the long levels, and it resulted that boats were frequently grounded and the navigators were subjected to injurious delays, vexation and expense. There is no reason to believe that this embarrassment will continue to increase from year to year, until the enlargement of the entire canal shall have been completed.

How far the descending tonnage can be increased, while the canal retains its present limited dimensions, is a question which gives rise to some diversity of opinion. All admit that we have approached very near the maximum capacity of the old canal, during the spring and autumn months. That a large increase in the amount of tonnage, adequate to the rapid growth of our trade is practicable in the present condition of our canal navigation, cannot safely be assumed.

The future policy of the State in reference to the Erie canal and its enlargement, forms one of the most important and difficult subjects which will occupy the attention of the Legislature. I must ask you to enter upon its consideration with an enlightened appreciation of the momentous interests involved in your deliberations, and with an earnest purpose to adopt a line of action worthy of the past triumphs of the State in the consummation of great designs, and in some degree commensurate with its present power and its future destiny. It is difficult to form an adequate estimate of the benefits so vast and varied as our people have derived from the original construction of a water communication connecting the Atlantic with the western lakes. The effects of this great work upon the wealth, prosperity and advancement of the State, surpassed the most ardent anticipations

of its early advocates. It has doubled the trade and population of our great commercial emporium; and if we but emulate the statesmanship of its authors by adequately increasing its facilities, it is destined to pour into our lap, during all future time, a stream of tribute rich and inexhaustable beyond any example in history, ancient or modern.

If we are not wanting in the wisdom and sagacity required to perpetuate the advantages so happily secured, no rival efforts can deprive us of our constantly growing commerce with the fertile States bordering on the great lakes and the upper Mississippi. Limiting our view to the beneficial results of the Erie canal, within our own borders, we witness the creation of flourishing towns, the growth of cities; the conversion of vast forests into fruitful fields, the abode of a happy and virtuous yeomanry; the profitable employment of enterprise and industry in every form of production; and the consequent addition of hundreds of millions in value to the property of our citizens. It seems impossible that the people should forget the source of blessings like these, or neglect the means necessary for their preservation. In less than ten years after the completion of the canal, its revenues having returned to the treasury the entire cost of its construction, it was seen that an increased capacity must soon be given to it to accommodate the internal commerce, of which it was the outlet.

It is near sixteen years since the Legislature of 1835, after mature deliberation, determined to enter upon the enlargement of the Erie canal. I do not propose to review or discuss the changing policy which has retarded the prosecution of the undertaking. Our responsibilities relate to the present condition and future welfare of the State, rather than to past events which belong to the province of the historian. Since the work of enlargement was commenced we have expended upon it the sum of \$15,990,443.81. Some of the great objects of this expenditure cannot be fully realized until the work is completed. In the meantime the annual loss of interest on the amount invested at six per cent is over one million of dollars, to which must be added an annual loss of at least another million in the needless

cost of transportation, which would have been saved by the completion of the enlargement; and these unnecessary sacrifices must increase, from year to year, with the tardy progress of the expenditure. The amount already lost under these heads cannot be less than ten or fifteen millions. The question then arises, how much longer shall this be borne?

According to the most recent estimates of the Engineer Department, it will require eleven millions of dollars to finish the enlargement of the Erie canal, and \$1,165,000 to complete the Genesee Valley and Black River canals. If we assume that the canal revenues, after paying the yearly contributions to the General Fund and the Sinking Funds required by the Constitution, will continue to yield a net surplus of \$800,000 per annum, it follows that the completion of this great undertaking, so urgently demanded by every consideration of public policy, must be postponed until the year 1866. A net revenue of \$1,000,000 per annum would effect the same object in 1863.

An important question is presented to the consideration of the people and their representatives, whether the consummation of the work shall be deferred for this long series of years, or whether some judicious and practical plan shall be adopted to ensure its completion at the earliest period consistent with economy of expenditure and the due preservation of the public credit.

As an original question, free from the embarrassments which have been thrown around it by the financial provisions of the Constitution, the path of interest and duty would be too plain to admit of hesitation. Under the guidance of Clinton and his compeers, the Erie canal was constructed in a period of less than eight years, in the face of formidable obstacles, in defiance of a powerful opposition, and amid the doubts and embarrassments always attendant upon a bold and untried experiment. Genius and energy triumphed over every difficulty. This grand result was achieved at a time when the State was comparatively feeble in resources. Since that day our population has advanced to upwards of three millions, and the wealth of the community has been multiplied more than four-fold.

It is indeed remarkable, after an experience like ours, that any portion of our people should deem it wise or necessary to occupy a quarter of a century in enlarging and perfecting a work, which was constructed originally under circumstances far more difficult, in less than one-third of that period. It becomes necessary in our deliberations on this subject, to consider the effect and operation of the financial provisions embodied in the Constitution of 1846.

Not only are a large portion of the canal revenues specifically set apart for the payment of the existing debt, but the power of the Legislature to create new liabilities (beyond \$1,000,000) is virtually annulled. These constitutional provisions are the supreme law, and must be observed with scrupulous fidelity. Although their operation may thwart or defeat objects of the highest public concern, so long as they remain in force, they are not to be evaded or disregarded.

It is important therefore to enquire whether by any and what safe means, consistent with the constitutional restrictions referred to, the early completion of the enlargement may be ensured? Three distinct modes have been suggested for the attainment of this object, each of which will doubtless receive your careful consideration. By the first it is proposed to obtain the necessary funds by an issue of certificates transferring in advance, for a sufficient series of years, that portion of the canal revenues which is devoted by the Constitution to the enlargement of the Erie canal. That it is within the competency of the Legislature to dispose of this part of the tolls, in the manner indicated, is confidently asserted by some of our ablest jurists. It is obvious, however, that an absolute sale of the revenues, at the risk of the purchaser, without recourse to the State, is the only mode by which they can be realized in anticipation, without a violation of the provision restraining the creation of a new debt. A mere pledge of revenues, as a security for moneys' advanced on them, would constitute a debt against the State, in a new and unusual form. An unconditional transfer of the future tolls involves practical difficulties which cannot be disregarded.

It may be doubted whether the necessary advances could be obtained on this basis, on terms satisfactory to the State. Capitalists would naturally require either the ultimate guarantee of the State that the revenues shall prove adequate, or a stipulation that the rates of toll shall not be reduced below a certain scale. The first of these conditions is incompatible with the Constitution; the second is subject to serious if not conclusive objections. Important considerations of policy would dictate that the unqualified power of regulating the tolls should continue to reside in the Canal Board.

The next plan to be considered is the authorization of a loan under the 12th section of the financial article. Before a law for this purpose could take effect it must be submitted to the people for their ratification; and the Constitution requires that every such law "shall provide for the collection of a direct annual tax to pay the interest on the debt as it falls due."

No sufficient reason, founded in equity or expediency, can be assigned for the imposition of a direct tax upon the State at large to pay interest on any portion of the cost of the enlargement, when the canal revenues are fully adequate to that object. Whilst all sections of the State are interested in the early consummation of the work, and will derive large benefits from the increased revenues which it will yield, a direct tax would operate unequally and unjustly, and would be unacceptable to the counties remote from the line of the improvement.

The third and last resort, is an amendment of the Constitution in the manner prescribed by the instrument itself.

Whatever diversity of opinion may exist in regard to the wisdom of the policy which governed the convention of 1846 in this respect, I cannot doubt that a large majority of our citizens of all parties, in view of the steadily increasing revenues of the canal would now unite in conferring upon the Legislature the necessary authority to create a loan of seven or eight millions on a pledge of the surplus revenues, for the early completion of the enlargement. The proposition to be submitted for this purpose

should include a provision requiring an additional contribution from the canal revenues to the Sinking Fund, sufficient for the payment of interest on the new loan, and eventual reimbursement of the principal. To give effect to the amendment under consideration, it must be agreed to by two successive Legislatures, and then approved by a majority of the people.

If the amendment should be adopted by the present and succeeding Legislature, and then sanctioned by the people, the Legislature of 1853 would be enabled to create the loan, and the final completion of the enlargement would be accomplished before the opening of navigation in 1856.

I am aware that the sentiment of our people is adverse to the accumulation of a large public debt, and none will deny the propriety of exercising such precautions as are needed to prevent the imposition of heavy taxes on the present or future generations. It is believed, however, that a resort to the public credit for means to expedite the enlargement of the Erie canal, is free from the objections commonly urged against an increase of the State debt. Such a loan would expose the people to no new burthens. The present revenues of the canal are sufficient to ensure the discharge of the new liability, and of our existing debt, at no distant period. It has been shown that the present money value of the canals, adopting the average revenues of the last five years, is equal to a capital of \$41,967,414.50, at six per cent interest. The completion of the work for which the loan is needed will add largely to the financial resources of the treasury. There is a wide distinction to be observed between debts judiciously made in furtherance of trade and intercourse, and the gigantic debts which weigh down the people in most of the European nations. The former serve to develop latent resources and open new fountains of wealth, creating the revenues required for their extinguishment, and infusing fresh vigor into all the elements of public prosperity. Widely different is the influence of a public debt, originating in wars of ambition, in the profligacy of courts, or the vanity of princes. Expenditures of this nature yield no return, and the burthens resulting from them press with crushing force upon the toiling millions, from age to age. I entertain

a firm conviction that the enlargement of the canal will produce a large increase of revenue; furnishing all the means required to pay the cost of the work, and that its income, after paying the debt, will ultimately relieve our citizens from taxation for support of government, and at the same time yield ample fund for the support of education and the prosecution of new improvements. A question like this, so eminently practical, and surely within the comprehension of a sagacious population like ours, may safely be left to their own intelligent decision.

The funds dedicated to the support of education are in a flourishing condition. The capital of the Common School Fund, on the 30th of September last, was \$2,290,673.23—being an increase from the preceding year of \$47,190.87. The revenues for the last fiscal year including \$165,000 from the Deposit Fund, was \$300,792.10. The increase of this fund, and of its income, will justify you in increasing the amount of the distribution among the common schools from \$285,000 to \$300,000 per annum.

It appears from the latest returns to the Superintendent of Common Schools that there are in the State 11,397 school districts; that the whole number of children taught therein, in the year 1849, was 749,500, of all ages; and that the whole amount paid for teachers' wages during that year was \$1,322,696.24, of which \$767,389.20 was contributed from the State Treasury, and raised by county and town taxation.

The operations of the act of 1849, establishing free schools, have not produced all the beneficial effects, nor imparted the general satisfaction anticipated by the friends of the measure. It has been the policy of our State, from an early period, to promote the cause of popular education by liberal and enlightened legislation. A munificent fund created by a series of measures, all aiming at the same great result, has been dedicated by the Constitution to the support of common schools, and the annual dividend from this source will gradually increase. The duty of the State to provide such means and facilities as will extend to all its children the blessings of education, and especially to confer upon the poor and unfortunate a participation

in the benefits of our common schools, is a principle which has been fully recognised and long acted upon by the Legislature and the people.

The vote of 1849, in favor of the free school law, and the more recent vote by a reduced majority against its repeal, ought doubtless to be regarded as a re-affirmation of this important principle, but not of the provisions of the bill, leaving it incumbent upon the Legislature, in the exercise of a sound discretion, to make such enactments as will accomplish the general design, without injustice to any of our citizens. An essential change was made by the law under consideration, in imposing the entire burthen of the schools upon property, in the form of a tax, without reference to the direct benefits derived by the tax payer. The provisions of the act for carrying this plan into effect, have produced oppressive inequalities and loud complaints.

In some districts the discontent and strife attendant upon these evils, have disturbed the harmony of society. An earnest effort should be made to reconcile differences of opinion, to remedy the grievances arising from the imperfect operation of the law, and to equalize the weight of taxation by such principles of justice and equity as will ensure popular sanction. The success of our schools must depend, in a great degree, upon the united counsels and friendly co-operation of the people in each small community composing a district, and nothing can be more injurious to the system of common school education than feuds and contentions among those who are responsible for its healthful action and preservation.

It cannot be doubted that all property, estates, whether large or small, will derive important advantages from the universal education of the people. A well considered system which shall ensure to the children of all, the blessings of moral and intellectual culture, will plant foundations, broad and deep, for public and private virtue; and its effects will be seen in the diminution of vice and crime, the more general practice of industry, sobriety and integrity, conservative and enlightened legislation and universal obedience to the laws. In such a community the rights of property are stable, and the contributions imposed upon

it for the support of government are essentially lightened. But I entertain a firm conviction that the present law requires a thorough revision, and that an entire change in the mode of assessment is indispensable.

The capital of the Literature Fund on the 30th of September last was \$272,880.12; the income during the fiscal year was \$39,112.40.

The capital of the United States Deposit Fund being \$4,014,520.71, is in a highly productive state, having yielded an income, the last fiscal year, of \$260,228.04. The revenues of this fund, during the present fiscal year will, doubtless, be sufficient to justify the usual appropriations in support of colleges.

These were omitted by the last Legislature in consequence of appropriations in previous years, exceeding the current incomes on which they were charged. It is worthy of your consideration whether the new collegiate institutions established within the last two years are not entitled to an equitable participation in the public bounty. The higher institutions of learning form an essential part of our system of education, and they present strong claims to patronage and encouragement. The true design and legitimate effect of every endowment conferred upon colleges is to cheapen the charges for tuition, and thus enable many who have not been favored by the advantages of fortune, to attain the honors of scholarship.

The allowance of \$250 to each of the county academies, authorized by the act of 1849, for the education of common school teachers, has produced beneficial results, and I would recommend a renewal of the appropriation.

The Normal School has been administered with ability and success, contributing largely to the progress of popular education. It is of the highest importance that this institution should continue to receive an ample support.

My immediate predecessor, in each of his annual messages, recommended to the Legislature the creation of an institution for the

advancement of agricultural science and of knowledge in the Mechanic Arts. There can be no object more worthy of public favor than the encouragement of agriculture and the intellectual improvement of the husbandman. The cultivation of the soil, the primitive pursuit of man in a state of civilized society, and the foundation of all public prosperity, presents the highest claim to the fostering care of government. As the agricultural is more numerous than all other classes combined, all other interests depend upon its healthful progress and condition.

In connection with the subject under consideration, I would respectfully invite your attention to an able report made to the last Legislature by the commissioners appointed to mature and report a plan for an agricultural college and experimental farm. It cannot be doubted that an institution of the character proposed would promote the dissemination of agricultural knowledge and elevate the condition of the people. In its formation I would recommend an additional department for instruction in the mechanic arts. Identified in interest, each imparting strength and vigor to the other, the agricultural and mechanical classes combined may be said to constitute the substantial power and greatness of the commonwealth. The free spirit of our institutions and the incentives to effort in which this country abounds, are peculiarly favorable to the development of inventive genius and rapid advances in the useful arts. Our unparalleled progress may be attributed in no small degree to the successful skill of our artizans in originating and perfecting the varied improvements which increase the productiveness of labor in most branches of human industry. Yet from the nature of their pursuits and the necessity which subjects them to a life of toil, too many of our youthful mechanics are deprived of those means of intellectual improvement which the State has provided for other professions. The beneficial effects of an agricultural and mechanical school will not be limited to the individuals who may participate directly in its privileges. The students graduating from such an institution, elevated in character by moral and intellectual training, and endued with that knowledge of the natural laws and practical sciences which unites manual labor with the highest exercise of the reasoning faculties, will become

teachers in their turn, imparting to those around them the light of their own intelligence, and conferring dignity upon the common pursuits of industry by an example of honorable usefulness, in their varied occupations. The elevation of the laboring classes is an object worthy of the highest ambition of the statesman and the patriot. Under our republican system of government the political power of the State must always reside among the men of industry and toil, whose virtuous energy is their best patrimony. The intelligence which qualifies them for the duties of self-government, affords the only sure guarantee for the perpetuity of our free institutions.

The condition of the charitable establishments sustained in whole or in part by the bounty of the State, will be exhibited by the annual reports of the several institutions. The Asylum for the instruction of the Deaf and Dumb, and the Institution for the Blind, continue to be a source of inestimable blessings to the unfortunate beings who, in the dispensations of our common Father, have been deprived of the best faculties of man. The New-York Hospital is in a highly satisfactory condition, and its enlightened management has contributed largely to the relief of human suffering. I consider these institutions worthy of the fostering patronage of the Legislature. The administration of the State Lunatic Asylum at Utica, is eminently successful. On the 30th of November, the number of inmates was 429; the number admitted during the year was 367; the number discharged was 336, and of deaths 51. Of the patients discharged from the institution, 171 were fully restored to reason, and 49 were improved but not entirely recovered. Dr. Benedict, the present superintendent, has afforded high evidence of his capacity to carry forward the work of benevolence and humanity so nobly begun by the lamented Brigham.

I deem it my duty to renew the recommendation made by my predecessor to the last Legislature, of the establishment of an institution for the instruction and improvement of idiots. This unfortunate class of beings, whose deplorable condition excites the sympathy of every heart, have been too long overlooked in

our legislation for the relief of the helpless. Until within a recent period, it was the general belief that the idiot, apparently bereft of intellect, is not susceptible of moral or mental improvement. But experience has demonstrated that he retains some latent germs of intelligence which may be developed by patient culture, and that he may be subjected to healthful discipline, employed in useful labor, and raised to a condition of comparative comfort. Great success has attended the institutions established for the instruction of this class of sufferers in France, Germany and England. A similar school, recently formed in Massachusetts, has been attended with the most satisfactory results. I commend these facts to your attention, convinced that considerations of policy and humanity should prompt you to rear an institution which will complete our system of public charities, and exalt still higher the character of the State for beneficence and philanthropy.

The condition of the State Prisons will be fully presented in the annual report of the Inspectors. The Sing Sing and Clinton prisons continue to be a heavy charge on the treasury, though it is but just to remark that much of the large expenditure at the former establishment, during the past year, was occasioned by the erection of permanent buildings. It is gratifying to observe that in all our penitentiaries an admirable system of discipline prevails, conducive to the physical comfort and moral welfare of their inmates.

I would respectfully call your attention to the importance of enlarging the House of Refuge for the Reformation of Juvenile Delinquents in the city of New-York. The number of delinquents is constantly increasing, while the accommodations of the institution have not been materially extended since its foundation. The managers have found it necessary to notify the Sheriffs of counties that no more delinquents can be received, until further notice; and a large number of youthful convicts are consequently committed to the prisons. The crowded state of the establishment baffles the efforts of the managers to classify of-

fenders; and the erring youth, whose wanderings may be traced to early destitution or abandonment is brought into intimate association with the hardened criminal. Thus the humane design of the institution, the reformation of juvenile offenders, is in a great degree defeated. These evils require a prompt and adequate remedy. The Western House of Refuge has been brought into use under circumstances which give assurance of satisfactory results. The admirable structure and arrangement of the establishment, and its successful administration thus far, reflect credit upon the Trustees who have been prompted to give their time and efforts to this noble undertaking by a spirit of enlightened and disinterested philanthropy. I refer you to the report of the Trustees for the progress and present condition of the institution, and respectfully recommend such further appropriation as may be necessary to complete the new erections commenced last year.

The present condition of our militia establishment, and of the military property belonging to the State, will be exhibited in the annual reports of the Adjutant General and the Commissary General. To preserve the efficiency of the militia system by laws calculated to excite and cherish a military spirit in the ranks of our citizen soldiery, always the main strength and reliance of the country in time of war, is an object eminently deserving the attention of the Legislature.

The law of 1849, in relation to emigrant passengers, providing for the relief of the sick and destitute among them by a tax, intended to protect the community from unjust and oppressive burdens, has been efficiently administered and continues to produce avorable results. It is to be regretted that existing legal provisions have not, in all cases, furnished adequate protection against the practice of frauds on those unfortunate emigrants, destitute of friends and ignorant of our laws, who are constantly landing on our shores, and if practicable, further legal protection ought to be provided.

The last Legislature, acting in pursuance of the humane suggestions of my predecessor, passed a law designed to secure to each family which possesses a freehold estate, a home of limited value, in case of the embarrassment or bankruptcy of its head. It is represented that the clause requiring a special registry of each homestead intended to be held subject to this exemption, renders the law practically inoperative from the aversion felt by most men in good credit to advertising an apprehension of insolvency. I would respectfully submit to your consideration whether the benevolent principles of the law should be made to depend upon a condition with which most men will omit to comply. In other words, ought not the rule and the exception to be reversed?

I would also suggest that the exemption afforded by this law ought not to include debts contracted previous to the purchase of the estate by the debtor. Justice, no less than sound policy, dictates that neither temptation nor opportunity should be given for the practice of fraud upon confiding creditors.

I would respectfully recommend that an adequate appropriation be made for a more complete exploration of the lands belonging to the State, in the northern counties, with a view to plank roads and other facilities of access. It is believed that by improving the means of communication, some large tracts might be brought into market and sold for actual cultivation. The settlement and improvement of these remote forests is a matter of much public importance, and should be encouraged by a liberal policy. The land should be divided into convenient farms, and offered to actual settlers for small prices, intended only to indemnify the treasury for actual expenditures. However desirable it may be deemed, under monarchical governments, to have the national domain held by a few, it is important in a republic, that it should be divided, as far as practicable, among the many. Resolutions were adopted by the last Legislature, with signal unanimity, in favor of opening the public lands of the Union, without price, to landless settlers. Those resolutions, in their general scope and purpose, have my hearty concurrence. Some of the evils resulting from large landed accumulations, and especially from extensive leasehold estates,

have been fully realized in this State. Our new constitution has wisely abolished feudal tenures, and prohibited the future creation of perpetual leases. Contracts of this nature, made at an anterior period, in harmony with laws then existing, have been and must be respected in all our legislation. It can hardly be doubted that the occupation of the large manors in this section of the State, under the system of perpetual leases adopted in the early settlement of the country, has been highly detrimental to the interests of both proprietors and tenants, for some years past. Non-payment of rent, litigation, resistance of law, irregular combinations and popular discontent, in its most repulsive form, have checked our progress and disfigured our public history. I consider it of much importance that these evils should be remedied by just and liberal arrangements, which shall respect the rights and promote the true welfare of both parties. The perpetuation of leasehold estates, embracing a large agricultural population, is repugnant to our national policy and to the liberal spirit of our institutions. It is a kind of tenure which has become odious to tenants, exceedingly inconvenient and expensive to landlords, and every way adverse to the interests of both.

The manly independence which belongs to the character of an American citizen, demands the absolute control and ownership in fee of the soil, improved and cultivated by his labor, and on which he is to spend his life and rear his children. Experience has shown that leasehold estates are peculiarly unfavorable to the development of the country and the progress of the people in improvement and enterprise.

It is to be hoped that such liberal terms of sale will be offered by landlords, and accepted by tenants, as shall soon put an end to a tenure which ought no longer to be desired by either. It is worthy of your consideration whether this desirable result may not be promoted by the friendly mediation of the State, on principles having the free assent and voluntary concurrence of both proprietors and occupants. A purchase of the manorial titles by the State, and a re-sale to the tenants on equitable terms, would be preferable to the present state of things. All remedies inconsistent with those rights of property and the obligation of contracts which are secured by law, and which government is

bound to enforce, must be delusive and impracticable. The sanctity of private rights and the supremacy of the law must be maintained under all circumstances. Consistently with these principles, which I hold to be paramount and inviolable, I believe it is practicable to terminate the evils complained of, provided the parties to be affected will adopt a rational view of their own interests, and co-operate in an equitable and enlightened system of adjustment.

The condition of our statute laws will require your most serious consideration. At present great uncertainty exists and great difficulty frequently arises in ascertaining what is the law upon many questions relating to the rights and interests of our citizens, and to the duties and powers of public officers. This difficulty is most severely felt in the interpretation of the statutes relating to the administration of justice. The Revised Statutes are partially in operation: the judiciary acts of 1847 and 1848, with the subsequent amendments to them, are also in operation to some extent, and the Code of Practice effects changes not only in remedies but in rights, sometimes abrogating previous amendments wholly, sometimes modifying them, and often introducing provisions which limit or qualify their operation. That code was not a complete system in itself, but assumed the existence of extensive legal principles and of a knowledge of the practice and pleadings prevalent when it was adopted. It was a series of amendments to the existing law, operating in form upon remedies, but in reality often upon rights, so far as they were affected by the remedy. It was, therefore, circumscribed and partial in that class of cases. The commissioners doubtless considered it beyond the limits of their authority to make general and comprehensive provisions, in respect to the rights thus affected.

The vast and alarming increase of litigation which seems to overwhelm some of the courts, and threatens to obstruct the administration of justice, particularly in the court of last resort, has doubtless arisen in some degree from this uncertainty. My acquaintance with the practical operations of the new provisions referred to, does not qualify me to pronounce upon their merits, nor do I feel competent to judge how far the complete code of

practice reported by the commissioners, is calculated to remedy the evils under consideration. But it is evident that our system of laws cannot be complete until an entire harmony is produced between the principles introduced by the code of practice and our general statutes. They must in some way be adapted to each other. This was probably intended to be effected by that provision of the Constitution which required the appointment of commissioners to reduce all the Laws of the State to a system. The considerations I have already suggested render this a duty of pressing importance. The prompt organization of such a board would relieve the Legislature from applications for partial and imperfect amendments, and if we should not obtain a complete body of the whole law, such as was contemplated by some at the adoption of the Constitution, we may at least hope for a revision and condensation of our statutes. The last Legislature adjourned without acting on the final report of the Commissioners on Practice and Pleading. It will be your duty to take such action as will ensure a deliberate examination and thorough analysis of this new code of civil procedure, with a view to its adoption, in such form as may receive your sanction, at the earliest practicable period.

I am of opinion that the multiplication of suits in the supreme court, which produces serious delays in the course of justice, would be essentially diminished by restoring to the county courts a more extended civil jurisdiction. As the county judge is required to hold courts of general sessions for criminal business, at which juries are necessarily in attendance, the public convenience would be greatly promoted by conferring jurisdiction in ordinary civil cases. Serious doubts have existed concerning the constitutional power of the Legislature in this respect. It appears to me that the decision of the supreme court, in two districts, after full deliberation, sustaining the constitutionality of the act of 1847, conferring civil jurisdiction on the county courts in special cases, should be deemed sufficient to put the question at rest.

I deem it my duty to call your attention to an important defect in the statutory provision for the punishment of embezzlement

as a crime. The operation of the law is confined to the officers, agents, clerks, or servants of private persons and of incorporated companies. It is manifestly proper, if not necessary, that this provision should be extended to include all public officers who may be charged with the collection or custody of moneys, whether belonging to the public or to individuals.

I concur in the views submitted to the Legislature in the last message of my predecessor, in favor of the erection of a new and convenient building for the State Library. The present accommodations are altogether inadequate, and the difficulty is increasing with the extension of the library from year to year.

The alarming increase of bribery in our popular elections, demands your serious attention. The preservation of our liberties depends on the purity of the elective franchise, and its independent exercise by the citizen; and I trust you will adopt such measures as shall effectually protect the ballot box from all corrupting influences.

Our circulating medium is believed to be in a sound condition. The report from the Bank Department exhibits a large increase of banking capital, under the general law, during the last year. The gradual reduction of our State debt, makes it necessary that some other form of security should be accepted as a basis for circulation. I would respectfully recommend the admission under proper restrictions, of the stocks created by the incorporated cities of this State. In this connection I must invite your attention to the provision of the Constitution making it the duty of the Legislature to restrict the powers of cities in respect to taxation, assessment, borrowing money, contracting debts and loaning their credit. The performance of this duty ought not to be longer deferred.

The growing importance of the Bank Department, the vast extent of its operations and the peculiar responsibility attending them, render it important in my judgment that this Department should be detached from the office of the Comptroller, already overburthened with duties, and erected into a distinct office, to

be placed under the charge and direction of a competent commissioner.

The oppressive and unequal operation of the laws regulating the assessment of property, is a subject of general and just complaint. A large share of the personal property escapes assessment altogether, while in many portions of the State, real estate is estimated by the assessors at less than half its actual value. To the extent that a portion of the taxable property of the State escapes assessment, the burthen of taxation is unjustly increased on the remainder. These evils demand an effective remedy. A careful revision of the existing laws has become indispensable, and I trust the subject will engage your early and earnest attention.

In compliance with section five of article four of the Constitution, I communicate herewith a statement of reprieves, commutations, and pardons, granted during the past year, by my predecessor.

Your attention is requested to the difficulties which have recently arisen between our citizens residing in Richmond county, and the inhabitants of New-Jersey, in reference to the oyster fisheries in New-York and Newark bays.

Since the adjournment of our last Legislature, the grave questions respecting the organization of the newly acquired territories of the Union, which had for some years involved the country in agitation and strife, have been definitely acted on by Congress. California has been welcomed as the thirty-first of the States composing the Federal Union; the disputed boundary of Texas has been settled; while New-Mexico and Utah have been organized by acts which in effect leave the Mexican law prohibiting slavery in force, and refer the question of its admission or exclusion to the ultimate decision of the people concerned. It is generally believed that the public sentiment in these newly organized communities, co-operating with other causes, will prevent the introduction of slavery, from which the country was exempt when it was conquered by our arms.

Notwithstanding the violent discussions which have agitated the country, and the wide diversity of opinion which existed in respect to the questions involved in the recent action of Congress, a general disposition is evinced to acquiesce in the measures referred to, and to regard them as a final settlement of these territorial controversies. The people of this State continue to indulge a strong desire that harmony and mutual good will may prevail between all portions of our widely extended republic. They are a law-abiding people; they cherish the most friendly sentiments towards their brethren of the South; and have always conceded to the slave States the entire right to maintain and regulate slavery within their own limits, and to exercise all those rights without abridgment or hindrance which the Constitution confers. More than this ought not to be claimed or expected.

It is a source of profound surprise and regret, that any portion of the people of the southern States should find, in the terms of settlement finally agreed upon by Congress, an occasion for the continuance of sectional jealousy, or a supposed necessity for nurturing the spirit of disunion. In the admission of California and the organization of governments for the territories, Congress adopted the principle, originally contended for by many leading statesmen of the South, of leaving the matter to the uncontrolled action of the people themselves. I cannot but persuade myself that the feelings of alienation exhibited by some of our fellow-citizens in the southern States, must proceed from an unhappy misconception of the views and sentiments entertained by the northern people. Great injustice is done in assuming that we have intended or now meditate encroachments upon the just rights of any portion of the confederacy. During the entire period of our national history, the people of New-York have manifested a spirit of kindly deference to the feelings and prejudices of our sister States, and a readiness to sacrifice every thing but principle and honor for the sake of union and concord. Their course has been distinguished by a broad spirit of nationality, elevated far above the indulgence of local views or sectional partialities.

The limits of this communication will not permit me to recall all the evidences in which our history abounds of the generous spirit of concession which New-York has uniformly manifested, as a prominent member of the Federal Union. For more than three-fourths of the period which has elapsed since the adoption of the Constitution, southern statesmen, elevated by the aid of her voice, have filled the Presidential office. Every peaceful extension of our southern territorial limits were made with her concurrence, until by successive steps all the slave territory on the North American Continent was brought within the boundaries of the United States. Although every new acquisition diminished the relative weight of New-York in the National Councils, she waived all views of State power or aggrandizement, and yielded to the considerations urged by other sections in favor of annexing the contiguous countries.

Nor is this all. Far from invading any of the constitutional rights of the southern States, our people and their representatives have always respected those rights, and abided cheerfully by all the conditions of the federal compact. It should not have been regarded as an encroachment upon the rights of any State, that we objected to the extension of slavery over a country acquired by our common efforts, and which had been made free by the action of its own legitimate authorities. No wrong was inflicted upon any State by the effort to give to the people of the conquered territories a government best adapted to their sentiments and their future happiness. By the ordinance of 1787, a large portion of the American people had declared their conviction that slavery ought not to be extended over free territory: but the exclusion of that institution from the States of the northwest was not then deemed sufficient to prevent the formation of the Federal Union. The same sentiment still exists in the northern mind, to be manifested whenever and only when its exercise is provoked by new aggressions; and I cannot concede that it affords any ground of complaint on the part of any of the States, still less that it can justify secession, revolution, or any effort to overthrow the free Constitution established by our fathers.

I have thus adverted to the course of this State in its national relations, from no desire to revive past discussions; but from a conviction that it is due to our people to vindicate them from imputations of sectional prejudice, indifference to Constitutional obligations, or hostility to the rights of other portions of the republic. If there is danger to the Union from any quarter I rejoice to say that it will not be found within our borders. Men of extreme opinions may be found in every community; but the great body of the people of New-York are aware that the Constitution of the United States was framed and adopted in the spirit of compromise, and that it must be faithfully maintained in the same spirit. They are attached to the Union; they cherish an ardent devotion to it; and desire to see it preserved by manifestations of mutual deference and regard between the states composing it.

Although New-York might maintain a respectable attitude before the world, and would not fail to preserve her liberties as an independent State, she would regard a dissolution of the Union from any cause as the greatest calamity which could befall mankind. Whenever the American Union is destroyed the cause of constitutional government will be perilled by the shock, and the friends of liberty every where will mourn over the fall of a mighty fabric which now animates the hopes and commands the admiration of the world. Every patriot must desire that all causes of irritation or disagreement between the different parts of our common country may speedily disappear. It should be the aim of all to allay sectional animosities, and to restore those kindly sentiments which united our ancestors in noble efforts and common trials. The questions resulting from our recent conquests having been disposed of by the action of Congress, there can be no sufficient cause for jealousies and dissensions between the North and the South. The most serious of our past differences were produced by territorial acquisitions, and they strikingly admonish us that it is indispensable to our future peace and happiness that bounds should be set to the spirit of conquest; and that the energies of the general government should be directed to those great and beneficent objects in which all sections have a common interest and for which the Constitution was intended.

The provision of the federal compact requiring the return of "fugitives from labor," however repugnant to the sentiments of many of our people, is of paramount authority, and like every other constitutional obligation should be observed in good faith. In legislating upon a subject of such difficulty, it was obvious that more than usual care was necessary that in enforcing the claims of one section of the country, we should not trespass upon the rights of the other. While the claim of the southern slaveholder to recapture his slave is fully admitted, the right of the northern freeman to prove and defend his freedom is equally sacred. Both are alike under the protecting care of our common constitution.

It cannot be denied that the recent act of Congress for giving fuller effect to the provision requiring the return of fugitive slaves has excited dissatisfaction in many portions of the country, carrying them almost to the extreme of threatening resistance to the law. But all good citizens will recollect that whatever may be their individual feelings or opinions in regard to the policy or propriety of any legislative enactment, it is their plain duty, so long as it remains in force, to sustain the authorities legitimately charged with its execution. Apprehensions have been entertained that under the hastily considered provisions of the act, passed during a period of unusual agitation, persons of color claiming to be free, and really free, are not allowed those reasonable opportunities and those customary legal safeguards necessary to enable them to establish by adequate proof the fact of their freedom. A recent case has shown this belief to be not merely speculative, and that the danger that a freeman under the summary mode in which that law can be executed, may be hurried into captivity, is not wholly imaginary. We cannot and we do not believe that the south, any more than the north, aims at or desires such a result—or will insist on retaining provisions leading to such exciting consequences.

We shall rely not only on their sense of propriety and reciprocal justice, but their calm conviction that the law itself, to be permanent, must be reasonable, for their uniting, after due reflection, with their brethren of the North in a kind and dispassionate

sionate spirit, in reviewing such clauses as may be found defective or objectionable, and in consenting to such judicious modifications as may command general approval. In the meantime, our people must be left free to examine its provisions and practical operation. Their vital and fundamental right to discuss the merits of this or any other law passed by their representatives, constitutes the very basis of our republican system, and can never be surrendered. Any attempt to restrain it would prove far more dangerous than its freest exercise. But in all such discussions we should divest ourselves of sectional or partisan prejudice, and exercise a spirit of comprehensive patriotism, respecting alike the rights of every portion of our common country.

Before dismissing the subject of our federal relations, I deem it my duty to advert to the serious evils which some of our most important interests have suffered from the failure of Congress to extend that protection to domestic industry which experience has shown to be necessary to sustain certain branches of manufactures against foreign competition. We see the effects of the tariff of 1846, in the suspension of many establishments, not only in our own, but our sister States, involving large investments of capital, depressing not only the labors of the manufacturer and mechanic, but impairing the market they had created for the products of our agriculture. It is reasonable to hope that this state of things, so injurious and unnecessary, may be remedied in some degree at least, by judicious and timely action in Congress.

The interests of this State, in common with other sections of the country, have also suffered much detriment from the neglect of the General Government to make appropriations for the improvement of lake harbors and the removal of obstructions in the Hudson river. For more than twelve years, the great power conferred on Congress by the constitution to aid and protect navigation on our national channels of commerce, has virtually been held in abeyance, dormant and unexercised. This dereliction of duty has caused great embarrassment to all the interests connected with our internal trade. It has compelled the State to incur a heavy expenditure which should be borne by the federal treasury. The canal authorities are now engaged in the

construction of an expensive pier at the harbor of Buffalo, for the safety and accommodation of the lake shipping entering at that port. The expense of this work is estimated at over \$200,000. An account of this expenditure will be kept under the directions of the Canal Board, and at a proper juncture, the amount expended ought, and doubtless will be refunded to the State by the general government. Every consideration of interest and duty demands that the powers belonging to Congress for the regulation and protection of commerce, should be steadily and vigorously exercised by such constitutional action as may best advance the national welfare and fulfil one of the leading purposes of the federal compact. It is a subject of sincere congratulation, that under our beneficent system of government which commits to the people the choice of their rulers the federal administration has been entrusted to statesmen of large experience, expansive patriotism and sound national principles, and that we may look to them with confidence to give full effect to all measures which may be adopted by the representatives of the states and the people, calculated to protect the interests and promote the prosperity of the Union.

Since the adjournment of the last Legislature, the country has been called upon to mourn the loss of a beloved and venerated Chief Magistrate. ZACHARY TAYLOR, the hero without fear, and the patriot without reproach, whose exploits had won the admiration, while his virtues gained the affections of his countrymen, was summoned to his fathers. He went down to the grave crowned with honors, and lamented by a grateful people, to whose glory and welfare his life had been devoted. By this afflictive dispensation of Providence, the duties of the Chief Executive office were devolved upon an eminent citizen of our own State, in whose patriotism the people have long reposed the highest confidence.

It affords me pleasure to state that arrangements are in progress for sending forward numerous specimens of American skill and workmanship to be displayed at the exhibition of the works of industry of all nations, to be holden in London in May next. Many of the manufacturers and artisans of this State, prompted

by a spirit of liberality and national pride, in the highest degree creditable to their patriotism, have determined to furnish a variety of articles intended to present a favorable view of the progress of the useful and ornamental arts in this country. In an enterprise so honorable to the age, and so well calculated to promote the interests of peace and civilization throughout the world, the State should not fail to evince an interest by extending every reasonable facility and encouragement; and I would respectfully recommend that provision be made for the appointment of an agent to attend the exhibition and take charge of the various fabrics and productions which may be forwarded by our citizens.

In entering upon the discharge of the high trust committed to me by the people, it is due to the occasion no less than to my own feelings, to express my grateful sense of the public confidence, and to assure you that, with a sincere distrust of my ability, it will be my constant aim to perform my duty with firmness and independence, and with an earnest desire to co-operate with you in all measures calculated to improve the condition, exalt the fame, or promote the happiness of our favored commonwealth.

WASHINGTON HUNT.

Albany, January 7, 1851.



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State of New-York.

No. 3.

IN SENATE, JAN. 7, 1851.

RULES AND ORDERS OF THE LAST SENATE.

1. The President having taken the chair at the hour to which the Senate shall have adjourned, and a quorum being present, the journal of the preceding day shall be read, to the end that any mistake therein may be corrected.

2. After the reading and approving of the journal, the order of business shall be as follows :

1. The presentation of petitions.
2. Reports of standing committees.
3. Reports of select committees.
4. Messages from the Governor.
5. Messages from the Assembly.
6. Communications and reports from State officers.
7. Notices and the introduction of bills.
8. Motions and resolutions.
9. Third reading of bills.
10. Special orders.
11. General orders, but messages from the Governor and Assembly, and communications and reports from State officers, may be considered at any time.

3. The clerk shall make a list of all bills and of resolutions proposing amendments to the Constitution, and of all other matters which shall be committed to a committee of the whole, in which they

shall be arranged in the order in which they were introduced ; which list shall be called the *General Orders of the Day*. And all such matters shall be taken up and acted upon in the several orders of business in which they may be, in order in which they stand upon the General Orders, unless the Senate shall otherwise order.

4. Whenever any bill or other matter is made the special order for a particular day, and it shall not be completed on that day, it shall retain its place in the general orders of the day, unless it shall be made the special order for another day.

5. All questions relating to the priority of business, shall be decided without debate.

6. When the reading of a paper is called for, except petitions, and the same is objected to by any member, it shall be determined by a vote of the Senate, without debate.

7. No member shall speak to another, or otherwise interrupt the business of the Senate, or read any newspaper, while the journals or public papers are reading ; and when the President is putting a question, no Senator shall walk out of or across the House, nor when a Senator is speaking, pass between him and the chair.

8. The President shall have the right to name any member to perform the duties of the chair, who is hereby vested, during such time, with all the powers of the President ; but such substitute shall not lose the right of voting on any question while so presiding, nor shall his power as such substitute continue for a longer time than one day, without leave of the Senate.

9. Every member, when he speaks, shall address the chair, standing in his place. No member shall speak more than twice in any one debate on the same day without leave of the Senate.

10. When two or more members rise at once, the President shall name the member who is first to speak.

11. No motion shall be debated until the same be seconded ; and it shall be reduced to writing, if desired by the President or any member, delivered in at the table, and read by the President or clerk, before the same shall be debated ; but it may be withdrawn at any time before decision or amendment.

12. When a question is before the Senate, no motion shall be received, unless to lay on the table, for an amendment, for postponing it, to commit it, or to adjourn; and a motion for adjournment shall always be in order, and shall be decided without debate.

13. If the question in debate contain several points, any member may have the same divided

14. A motion for commitment, until it is decided, shall preclude all amendments of the main proposition.

15. Every bill shall be introduced by motion for leave, or by order of the Senate on the report of a committee; and one day's notice at least shall be given of an intended motion for leave to bring in a bill, unless the Senate unanimously order otherwise. Such notice shall state generally the subject matter of such bill.

16. Every bill shall receive three readings previous to its being passed, and the President shall give notice at each whether it be the first, second or third; which reading shall be on three different days, unless the Senate unanimously direct otherwise. No bill shall be amended or committed until it shall have been twice read; and all resolutions which propose any amendment to the Constitution, shall be treated in the form of proceedings on them, in a similar manner with bills, except that it shall not be necessary to commit such resolutions to a committee of the whole.

17. Upon a division in the Senate, the names of those who voted for or against a question, shall be entered alphabetically on the minutes, if two members require it; and each member called upon, unless, for special reasons, he be excused by the Senate, shall declare openly and without debate, his assent or dissent to the question.

18. All committees of the Senate, and all joint committees on the part thereof, for the present session, shall be appointed by the President.

19. In forming a committee of the whole Senate, a chairman, to be named by the President, shall preside. Bills committed to a committee of the whole Senate, shall, in committee of the whole, be read by sections. All amendments shall be noted, and reported to the Senate by the chairman. After the report, the bill shall still be

subject to debate and amendment before the question to engross is put ; but such amendments only shall be in order as were offered and decided in the committee of the whole Senate, except by unanimous consent.

20. The rules of the Senate shall be observed in the committee of the whole, so far as may be applicable, except limiting the number of times of speaking, and except that the ayes and noes shall not be taken. Such committee may strike out the enacting clause of a bill, and report that fact to the Senate ; and if the report be agreed to by the Senate, it shall be deemed a rejection of the bill.

21. A motion that the committee rise, shall always be in order, and shall be decided without debate.

22. After a bill or a resolution to amend the Constitution shall be ordered to a third reading, no motion to amend the same shall be in order, without unanimous consent ; nor, in respect to a bill, shall such motion be in order, unless before it has had its third reading ; but every bill not committed to a committee of the whole, shall be read through before it shall be ordered to a third reading.

23. When a member shall be called to order, he shall sit down until the President shall have determined whether he is in order or not ; and every question of order shall be decided by the President, subject to an appeal to the Senate by any two members ; and if a member be called to order for words spoken, the exceptionable words shall be immediately taken down in writing, that the President or Senate may be better enabled to judge of the matter.

24. When a blank is to be filled, and different sums or time shall be proposed, the question shall be first taken on the highest sum and the longest time.

25. No member shall absent himself from the service of the Senate, without leave first obtained ; and in case a less number than a quorum of the Senate shall convene, they are hereby authorized to send a sergeant-at-arms, or any other person, for any or all absent members, as the majority of such members shall agree.

26. Before any petition or memorial addressed to the Senate shall be received or read, a brief statement of the contents thereof shall

be endorsed on the same, with the name of the member introducing it.

27. When a question has been once put and decided, it shall be in order for any member to move for the reconsideration thereof; but no motion for the reconsideration of any vote shall be in order after the bill, resolution, message, report, amendment, or motion upon which the vote was taken, shall have gone out of the possession of the Senate, nor after the usual message shall have been sent from the Senate, announcing its decision; nor shall any motion for reconsideration be in order, unless made on the same day in which the vote was taken, or within the three next days of the actual session of the Senate thereafter; nor shall any question be reconsidered more than once; and the vote on the final passage of any bill appropriating the public moneys or property, or creating, continuing, altering, or renewing any body politic or corporate shall not be reconsidered, whenever such bill shall be lost.

28. The following standing committees shall be appointed :

1. On claims.
2. On finance.
3. On the judiciary.
4. On the militia.
5. On canals.
6. On railroads.
7. On roads and bridges.
8. On literature.
9. On state prisons.
10. On banks and insurance companies.
11. On the division of counties and towns.
12. On agriculture.
13. On commerce and navigation.
14. On manufactures.
15. On medical societies and medical colleges.
16. On privileges and elections.
17. On engrossed bills.
18. On Indian affairs.
19. On expiring laws.
20. On public expenditures.

21. On the incorporation of cities and villages.
22. On public buildings.
23. On the poor laws.
24. On charitable and religious societies.
25. On retrenchment.
26. On grievances.
27. Manufacture of salt.
28. Internal affairs of towns and counties.
29. On public printing—And every motion to print any petition, resolution, report, bill, message, or other manuscript, be referred to said committee. Such committee may report adversely to the printing ; or they may report the number of copies which, in their opinion, ought to be printed ; or they may recommend a part only of such papers to be printed ; but no more than 1000 extra copies of any message from the Governor, nor more than 300 extra copies of any other document, shall be ordered to be printed, unless by a majority of all the Senators elected.

30. When an amendment to the Constitution, or any bill requiring the concurrence of two-thirds of the Senators, is under consideration, the concurrence of two-thirds shall not be requisite to decide any question for amendments, or extending to the merits, being short of the final question.

31. On motion made and seconded to shut the doors of the Senate, on the discussion of any business which may, in the opinion of any member, require secrecy, the President shall direct all persons, except the members and clerk of the Senate, to withdraw ; and during the discussion of said motion, the doors shall remain shut ; and every member and officer of the Senate shall keep secret all such matters, proceedings, and things, whereof secrecy shall be enjoined by order of the Senate.

32. The proceedings of the Senate upon executive business, shall be kept in a journal separate from its proceedings upon legislative business.

33. The Senate shall go into the consideration of executive business on such days as may from time to time be deemed necessary.

All nominations for the appointment of any officer shall be referred to a committee consisting of the senators from the judicial district within which the nominee may reside, and a future day for the consideration of all nominations, shall be assigned, and the consent of the Senate to the appointment of any officer, shall not be transmitted in less than one week thereafter, without the unanimous consent of the Senate; and while any nomination remains with the Senate, it shall be in order to reconsider any vote taken thereon.

34. All information and remarks in secret session by any Senator, concerning the character or qualifications of any person nominated to office by the Governor, shall be kept secret.

35. When a bill, originated in the Assembly, shall have been lost there, neither the same, nor any other bill on the same subject, and containing similar provisions, shall be subsequently introduced into the Senate during the same session, unless by unanimous consent.

36. No person is to be admitted within the bar of the Senate, except gentlemen with ladies, the Governor and Lieutenant-Governor, former Governors and Lieutenant-Governors, former Chancellors, Justices of the Court of Appeals, Justices of the Supreme Court, former Judges of the Supreme Court, Members of Congress, former Members of Congress, Members of the Legislature, former Members of the Legislature, State Officers, Governor's private and military secretary, the Adjutant-General, officers of the Senate, officers of the Assembly, reporters of the Senate, persons introduced by Senators.

37. None but the president, members and clerk shall be allowed to take any books or stationary belonging to the Senate, from their chamber; and on taking books, each of the persons above mentioned shall furnish to the clerk a list of those taken, and his name, and shall be responsible for them; and the clerk shall take care that once in each week the books provided for the use of the Senate shall be placed in order, according to some fixed arrangement; and he shall make report to the president of such books as are missing.

38. The committee on engrossed bills shall examine all bills, amendments and resolutions, before they go out of possession of the Senate, and make report when they find them correctly engrossed; reports from the committee on engrossed bills shall at all times be in order. And the clerk of the Senate shall present such bills as shall

have originated in the Senate and been passed by both houses, to the Governor, and enter the same upon the journals.

39. All concurrent resolutions shall lie one day on the table.

40. When a resolution shall be offered, or a motion made, to refer any subject, and a different committee shall be proposed, the question shall be taken in the following order, viz:

1. The committee of the whole Senate.
2. A standing committee.
3. A select committee.

41. When a bill shall be reported by a committee of the whole, and not laid upon the table or postponed, or by any other committee, (except the committee on engrossed bills,) and not committed to a committee of the whole, laid on the table, or postponed, the question shall be: Shall the report be agreed to? and when such report shall be favorable and agreed to, or when a bill shall be twice read, and not committed, laid on the table, or postponed, the question shall be: "Shall such bill be engrossed and read a third time?" Upon such question, the merits of the bill or resolution may be debated, and a motion to commit or recommit, to lay on the table or postpone to a future day shall be in order. If such question shall be decided in the negative, such bill shall be deemed lost; but if it be decided in the affirmative, such bill shall, when the Senate shall order, be read a third time, and the final question shall be taken thereon, immediately after such third reading, and without debate.

42. The question on the final passage of every bill shall be taken by ayes and noes, which shall be entered on the journal; and unless the bill receives the number of votes required by the Constitution to pass it, it shall be declared lost, except in cases provided for by the 42d rule.

43. If, on taking the final question on a bill, it shall appear that a constitutional quorum is not present, or if the bill require a vote of two-thirds of all the members elected to pass it, and it appears that such number is not present, the bill shall be laid on the table, and shall be again read, and the final question taken thereon, as provided in the 41st rule, at such time as the Senate shall order.

44. It shall be the duty of the sergeant-at-arms to have the documents and bills upon the files of the President and Senators, placed in the order of their numbers; and for this purpose, the messengers shall be subject to his directions.

45. No rule of the Senate shall be altered, suspended or rescinded, without a vote of a majority of all the members present of the Senate; and no motion to suspend, alter or rescind any such rule, or any joint rule of the two houses, shall be in order without the unanimous consent of the Senate, unless one day's previous notice thereof shall have been given.

46. Every report of a committee upon a bill which shall not be considered at the time of making the same, or laid on the table by a vote of the Senate, shall stand upon the general orders with the bill in the place in which the bill was placed thereon, and subject to the provisions of the third rule; but if a bill is made the special order of any day, and shall on that day be reported by a committee of the whole, the report may be forthwith considered unless the Senate shall otherwise order; and if not finished on that day, the bill with the report shall retain its place on the general orders, unless made the special order for another day, and the merits of a bill shall not be considered except under the head of general or special orders, unless by unanimous consent.

47. The president shall assign to the doorkeepers their respective duties and stations.



State of New-York.

No. 4.

IN SENATE, JAN. 7, 1851.

JOINT RULES OF THE SENATE AND ASSEMBLY.

1st. Each House shall transmit to the other all papers on which any bill or resolution shall be founded.

2d. When a bill or resolution which shall have passed in one House, is rejected in the other, notice thereof shall be given to the House in which the same may have passed.

3d. Messages from one House to the other, shall be communicated by the respective clerks of each House, unless the House transmitting the message shall especially direct otherwise.

4th. It shall be in the power of either House to amend any amendment made by the other to any bill or resolution.

5th. In every case of difference between the two Houses, upon any subject of legislation, either House may request a conference, and appoint a committee for that purpose, and the other shall also appoint a committee to confer. The committee shall meet at such hour and place as shall be *appointed* by the *chairman* of the committee on the part of the House requesting such conference. The conferees shall state to each other verbally or in writing, as either shall choose, the reasons of their respective Houses, and confer freely thereon. The committee shall report in *writing*, and shall be authorized to report such modifications or amendments as they think advisable. The pa-

pers shall be left with the conferees of the House assenting to such conference; and they shall present the report of the committee to their House. When such House shall have acted thereon, they shall transmit the same, and the papers relating thereto, to the other, with a message certifying its action thereon.

6th. It shall be in order for either House to recede from any subject matter of difference, subsisting between the two Houses at any time previous to conference, whether the papers on which such difference arose, are before the House receding, formally or informally; and on such vote to recede, the same number shall be required to constitute a quorum to act thereon, and to assent to such receding, as was required on the original question out of which the difference arose.

7th. After each House shall have adhered to their disagreement, the bill which is the subject of difference shall be deemed lost, and shall not be again revived during the same session in either House.

8th. All joint committees of the two Houses, and all committees of conference, shall consist of three Senators and five members of Assembly, unless otherwise specially ordered by concurrent resolution.

9th. Whenever ten or more bills shall be in readiness for final reading in either House, such House shall assign a day for the final reading of such bills, which day shall be within one week thereafter. At the time appointed, such House shall proceed to the final reading of bills, and continue the same from day to day, until all bills then in readiness for final reading shall have been read, except as herein provided. All bills shall have their last reading in each House, in the order in which the same shall have been ordered to a final reading in such House; but either House may assign a day certain, for the final reading of a particular bill; or it may, by a majority of all the members present, order any bill when reached to lie on the table. In all cases where a bill shall be so ordered to lie on the table, it shall retain its place in the order of the final reading of bills, but shall not be called up for consideration unless by the vote of a majority of the members present.

10th. No bill which shall have passed one House, shall have its final reading in the other, in less than two days thereafter, without the consent of two-thirds of the members thereof present.

11th. The same bill shall not, specially or by name, create, renew or continue more than one incorporation, nor contain any provisions in relation to the altering of more than one incorporation by name, but this rule shall not be construed to apply to corporations to be formed under general laws according to the eighth article of the constitution.

12th. Whenever there shall be an election of officers by the two Houses, the result shall be certified by the President of the Senate and Speaker of the Assembly, and shall be reported by the presiding officer of each House, to their respective Houses, and be entered on the journals of each, and shall be communicated to the Governor by the clerks of the two Houses.

13th. There shall be printed, of course, and without order, 380 copies of all original bills reported by committees of either House ; and 800 copies of all messages from the Governor, (except messages certifying his approval of bills,) all reports of standing or select committees, and all reports or communications made in pursuance of law, or of a resolution of either House ; which number shall be denominated the usual number.

14th. The bills and documents when printed shall be distributed as follows:

Of Bills, there shall be sent

To the Senate,.....	84 copies.
To the Assembly,	218 copies.
To the State Officers,.....	28 copies.
Retained to bind,.....	50 copies.
	<hr/>
	380 copies.

Of Messages and Documents, there shall be sent

To the Senate,	90 copies.
To the Assembly,.....	189 copies.
To the State Officers,.....	28 copies.

Retained to bind:

For the Senate,.....	48 copies.
For the Assembly,.....	154 copies.
For Senate Library,	18 copies.

For Assembly Library,	50 copies.
For the Counties, Public Officers, &c.,	123 copies.
For distribution by the Governor to other states,	32 copies.
Retained to bind for literary exchanges to be made by the Regents of the University,	58 copies.
Bound for State Library,	10 copies.
	<hr/> 800 copies.

There shall also be printed and bound for the State Library, 10 copies of the Session Laws and of the Journal of each House, and 50 copies of the same for the Regents of the University for the purpose of literary exchanges.

When any extra number of any Messages or documents are ordered, there shall be printed, in addition to the number so ordered, 60 copies to be sent to the Executive Chamber, for the use of the Governor, and also 10 copies for each of the State Officers, and 100 copies for the use of the Regents of the University, from which they shall be entitled to retain 1 copy for each of said Regents and their officers, and the balance shall be used for literary exchanges.

Whenever any order is made to print extra copies of Messages or Documents, the term "usual number" shall be construed to mean three hundred.

In case the printing of an extra number is ordered, one-third thereof shall be sent to the Senate, and the remainder to the Assembly, unless otherwise directed by law or concurrent resolution.

THE
DIGEST OF CLAIMS,

PRESENTED TO THE

Legislature of New-York,

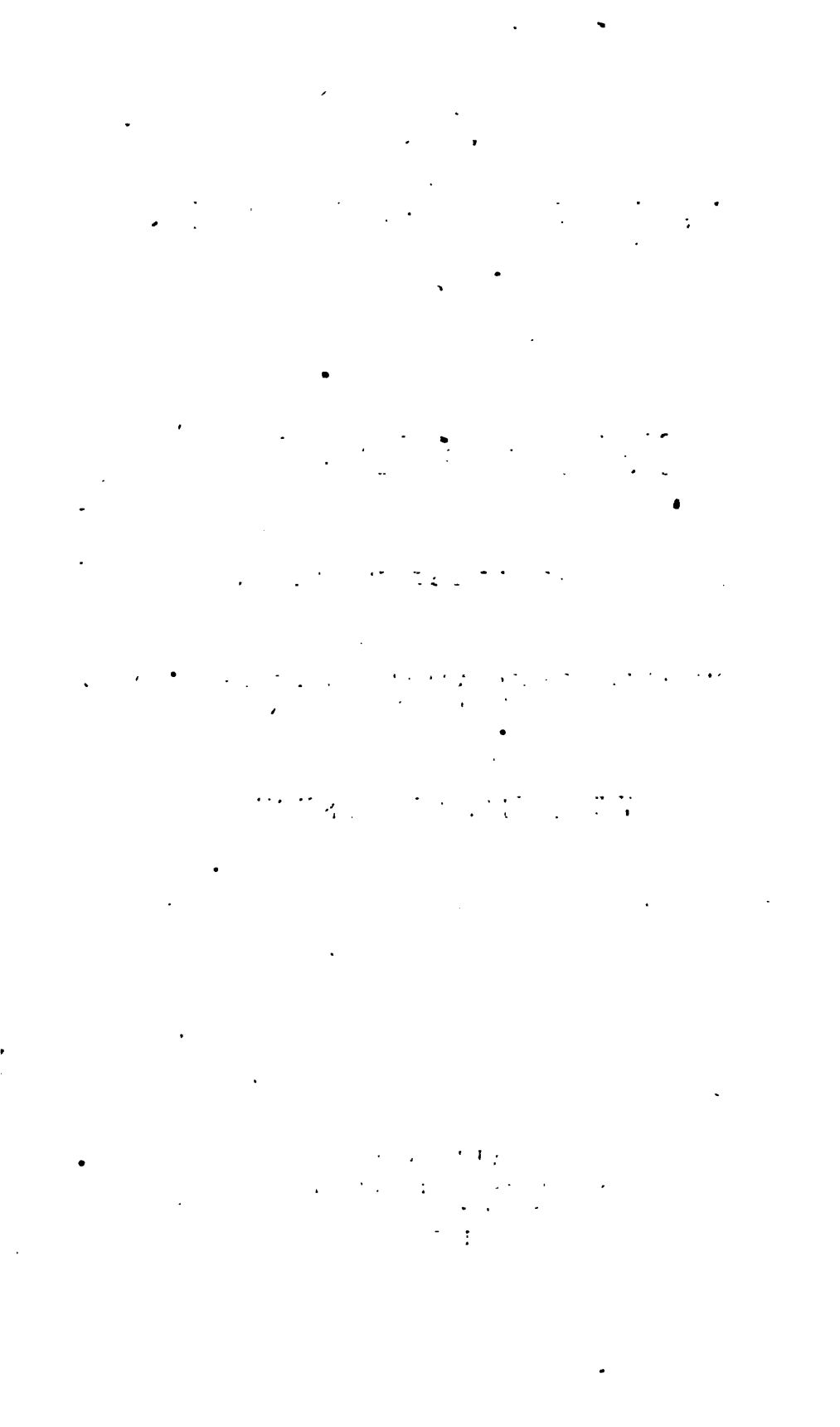
SINCE THE YEAR 1843.

PREPARED BY DIRECTION OF A RESOLUTION OF THE SENATE OF
APRIL 10, 1850.

BY THE CLERK OF THE SENATE.

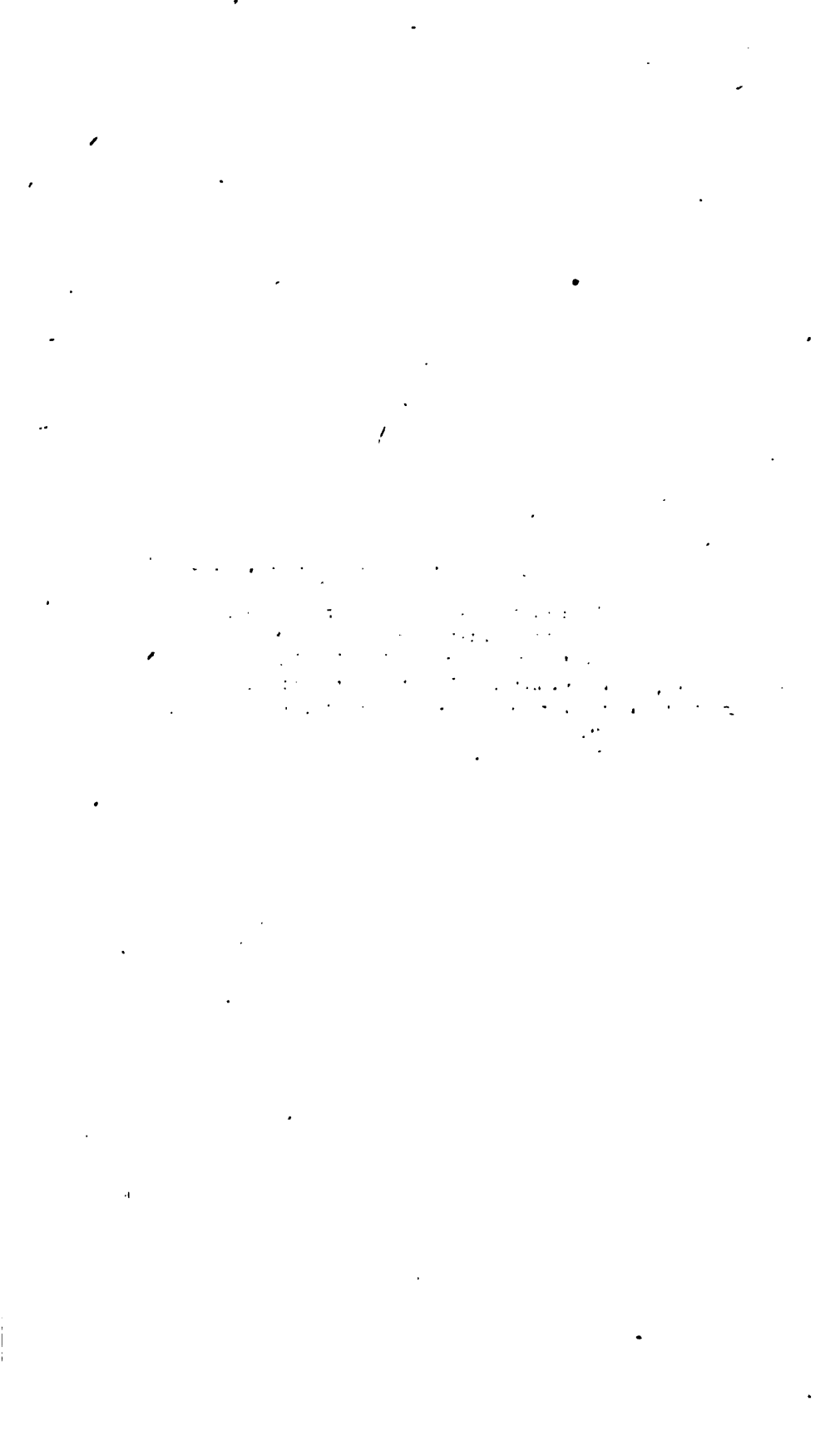
ALBANY:

CHARLES VAN BENTHUYSEN, PRINTER TO THE LEGISLATURE.
No. 407 Broadway.
1850.



IN SENATE, April 10, 1850.

Resolved, That the Clerk of the Senate be requested to prepare during the recess of the Legislature, a Digest of Claims presented to the Legislature from 1843 to the present time, specifying the name of the petitioners, nature of relief sought, and the reference and action upon it, prepared in a manner similar to the one presented to the Assembly in 1844; and that the usual number of copies of such Digest, when prepared, be printed for the use of the Legislature.



State of New-York.

No. 5.

IN SENATE, JAN. 7, 1851.

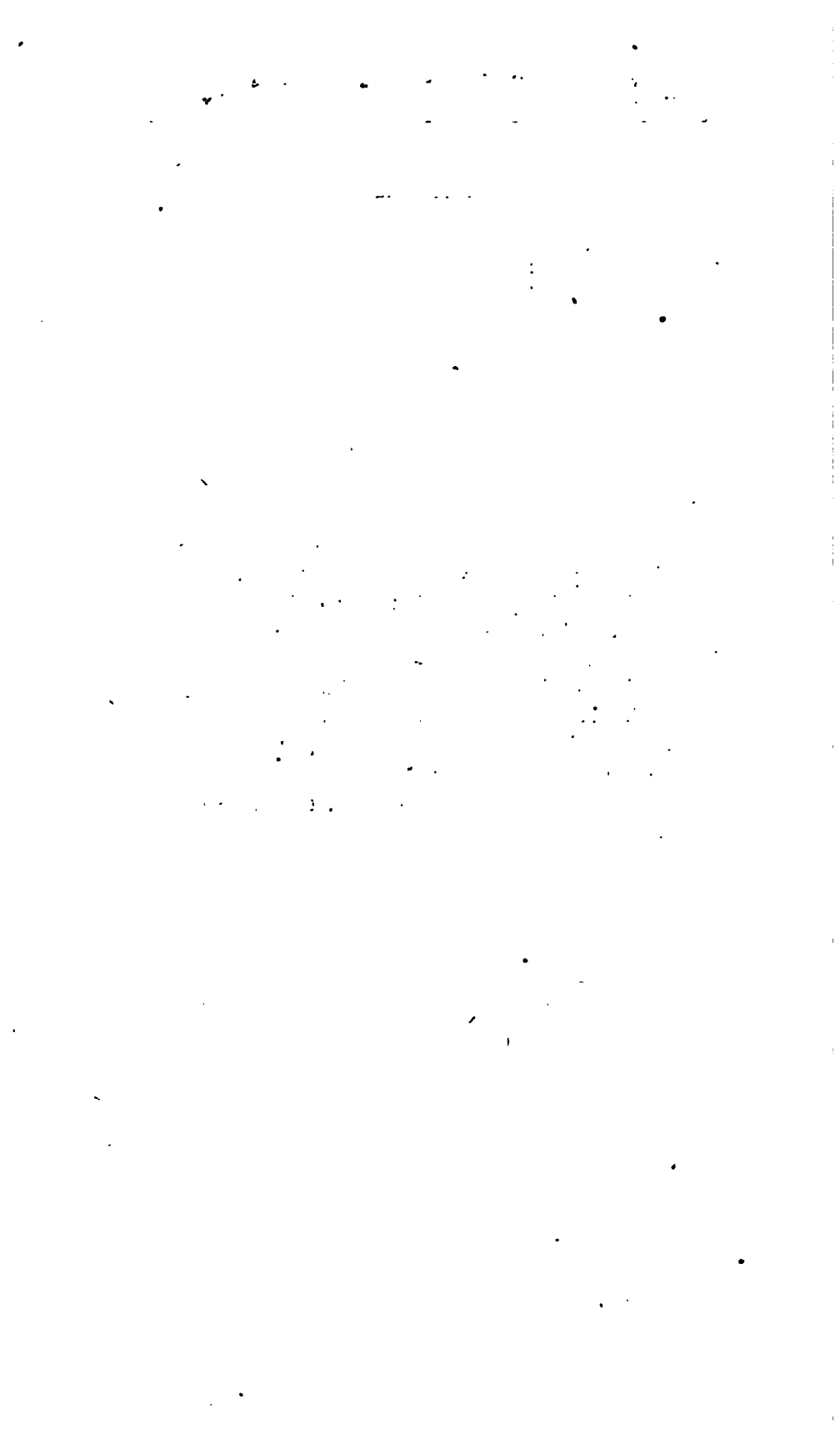
Communication from the Clerk of the Senate.

TO THE PRESIDENT OF THE SENATE:

In obedience to the foregoing resolution, the annexed Digest has been prepared. Every page of every Journal for the time specified has been carefully examined, and the history of each claim, as far as it could be ascertained, is presented by itself. The entries in the Journals are often such as to produce a confusion of names, and not to point out the introduction or ultimate fate of the claim. This Digest, it is hoped, will effect the end desired—the presentation, at a single examination, of the history of the claims preferred in the seven years to which the search was directed.

W. H. BOGART, Clerk of Senate.

January 1, 1851.



DIGEST OF CLAIMS.

CLAIMANT,

CONRAD ABLEMAN.

Nature of Claim :

In relation to injuries received in the service of the State.

Legislative Action :

Senate Journal, 1847. Bill on leave introduced, and referred to the committee on the militia, April 19, 390. Bill passed, April 30, 491.

Assembly Journal, 1847. Bill received and referred to the committee on claims, April 30, 1135. Bill passed, May 7, 1251.

CLAIMANT,

S. V. R. ABLEMAN.

Nature of Claim :

In relation to building a weigh-lock on the Erie canal.

Legislative Action :

Assembly Journal, 1846. Petition presented, and referred to the Canal Commissioners, April 11, 879. Favorable report, and bill introduced, April 23, 1006. Ordered to third reading, May 5, 1129. Bill passed, May 11, 1279.

Senate Journal, 1846. Bill received, and referred to the committee on claims, May 12, 715. Reported favorably, and ordered to a third reading, May 12, 717. Bill passed, May 12, 744.

CLAIMANT,
CHRISTOPHER ADAMS.

Nature of Claim :

In relation to work done on Old State Hall in 1840, 1841.

Legislative Action :

Assembly Journal, 1848. Petition presented and referred to the committee on claims, Feb. 18, 377. Bill introduced and favorable report, March 9, 627. Assembly Doc., No. 109. Ordered to third reading, March 29, 962. Bill passed, April 6, 1129.

Senate Journal, 1848. Bill received and referred to the committee on claims, April 6, 534. Bill passed, April 11, 623.

Claim for relief from payment of monies deposited as superintendent of canals in the Canal Bank.

Assembly Journal, 1850. Petition presented and referred to the committee on canals, Jan. 7, 1850. Bill introduced, Jan. 21, 160. Bill passed, March 15, 729.

Senate Journal, 1850. Bill received and referred to the committee on claims, March 15, 378. Bill passed, ch. 369, Laws of 1850.

CLAIMANT,
NIRUM ABBOTT.

Nature of Claim :

In relation to damages occasioned by a breach in the Chemung canal.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on canals, Sept. 13, 1433. Bill reported, Sept. 20, 1520. Bill passed, Dec. 14, 2212.

.. Senate Journal, 1847. Bill received and referred to the committee on canals.

.. Assembly Journal, 1849. Petition presented and referred to the committee on grievances, Jan. 22, 190. Bill reported, Feb. 1, 284.

.. Assembly Doc., Vol. 2, No. 61. Bill passed, Feb. 21, 585.

.. Senate Journal, 1849. Bill received and referred to the committee on claims, Feb. 23, 256. Bill passed, Feb. 24, 261.

CLAIMANT,
MARCOUS ADAMS.

Nature of Claim :

In relation to damages done by a break in canal at Adams' basin.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on claims, Oct. 8, 1883. Bill introduced, Dec. 4, 2049. Assembly Doc., Vol. 8, No. 248.

Assembly Journal, 1848. Papers referred to the committee on claims, Jan. 26, 145. Favorable report and bill introduced March 2, 527. Assembly Doc., Vol. 3, No. 84. Ordered to third reading March 29, 961. Bill passed, April 8, 1197.

Senate Journal, 1848. Bill received and referred, April 10, 587. Bill passed, April 11, 656.

CLAIMANT,
ABRAHAM M. ADSET.

Nature of Claim :

In relation to loss incurred in navigating the Erie canal.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the committee on claims, Feb. 1, 198. Assembly Journal, 1845. Papers referred to the committee on grievances, Jan. 25, 156. Bill introduced Feb. 20, 343. Assembly Doc., Vol. 4, No. 136. Bill passed, March 25, 607.

Senate Journal, 1845. Bill received and referred to the committee on claims, March 25, 353. Bill reported favorably, April 19, 497. Bill passed, May 13, 762.

CLAIMANT,
TOWN OF ALABAMA.

Nature of Claim :

In relation to damages done to the roads in the town by the overflowing of the Tonawanda canal feeder.

Legislative Action :

Assembly Journal, 1847. Papers referred to the committee on claims, Jan. 14, 90. Bill introduced Feb. 16, 305. Assembly Doc., vol. 2, No. 59. Bill passed May 4, 1186.

Assembly Journal, 1848. Papers referred to the committee on claims, Jan. 12, 86. Favorable report, and bill introduced, Jan. 21, 158. Assembly Doc., vol. 2, No. 26. Ordered to third reading, Jan. 31, 242. Attorney General's report on constitutionality, Feb. 8, 316. Bill passed Feb. 8, 317.

Senate Journal, 1848. Bill received, and referred to committee on claims, Feb. 8, 165. Bill passed March 9, 283.

CLAIMANT,
CITY OF ALBANY.

Nature of Claim :

In relation to the excavation of the Albany basin.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on claims, Feb. 15, 299. Reported favorably, and bill introduced, April 8, 743. Assembly Doc., vol. 4, No. 136.

Assembly Journal, 1848. Papers referred to the committee on claims, Jan. 10, 67. Bill introduced Feb. 21, 420. Assembly Doc., No. 66. Bill passed March 17, 769.

Senate Journal, 1848. Bill received, and referred to the committee on canals, March 20, 350. Referred to a select committee, to report to next Legislature, April 11, 615.

Senate Journal, 1849. Report of the select committee made. Senate Doc., No. 7, vol. 1. Bill passed March 19, 395.

Assembly Journal, 1849. Bill received, and referred to the committee on claims, March 19, 912. Favorably reported, March 20, 920. Bill passed April 4, 1255.

CLAIMANT,
F. P. ALLEN.

Nature of Claim:

For publishing Senatorial canvass, in 1843, in the county of Franklin.

Legislative Action:

Assembly Journal, 1845. Petition presented, and referred to the judiciary committee, Jan. 16, p. 103.

CLAIMANT,
LYMAN ALLEN.

Nature of Claim:

Legislative Action:

Assembly Journal, 1845. Petition presented, and referred to the committee on grievances, Feb. 1. p. 204.

CLAIMANT,
LAVINA ANDREWS.

Nature of Claim:

In relation to canal damages.

Legislative Action:

Assembly Journal, 1850. Petition presented, and referred to the committee on claims, Jan. 31, 247.

CLAIMANT.
ORRIN AUSTIN.

Nature of Claim:

In relation to a re-appraisement of certain lands purchased from the Stockbridge Indians.

Legislative Action :

Senate Journal, 1850. Petition presented, and referred to the committee on claims, Jan. 9, 50. Adverse report, agreed to Feb. 8, 176.

CLAIMANT,

MICHAEL ABOHER,

Nature of Claim :

Arising out of sheriffalty of Albany county.

Legislative Action :

Assembly Journal, 1846, Feb. 10, p. 266. Petition presented, and referred to the committee on claims.

CLAIMANT,

JOSEPH B. ARNOLD.

*Nature of Claim :**Legislative Action :*

Assembly Journal, 1850. Petition presented and referred, Feb. 19, 396. Bill introduced Feb. 27, 486. Bill passed March 29, 1023.

Senate Journal, 1850. Bill received, and referred to the committee on claims, April 1, 546. Adverse report, agreed to April 6, 644.

CLAIMANTS,

**HORATIO AVERILL, LEWIS AVERILL,
JOSEPH BANDER.**

Nature of Claim :

In consequence of a breach in the Minden dam.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on canals, Feb. 16, 203. Bill introduced Feb. 20, 342. Bill passed Sept. 21, 1479.

Senate Journal, 1847. Bill ~~passed~~, and referred to the committee on claims, Sept. 21, 686. Referred to Canal Commissioners Sept. 22, 686. Report received Sept. 25, 698. Senate Doc., vol. , No. 114. Reported favorably, Oct. 8, 726. Ordered third reading Nov. 18, 865. Bill passed Nov. 18, 867.

CLAIMANT,
STEPHEN L. AVERY.

Nature of Claim:

In relation to canal damages.

Legislative Action:

Senate Journal, 1850. Petition presented, and referred to the committee on claims, Feb. 11, 187.

CLAIMANT,
LEWIS S. AYERS.

Nature of Claim:

In relation to damages sustained on Crooked Lake canal.

Legislative Action:

Assembly Journal, 1848. Petition presented, and referred to the committee on claims.

Assembly Journal, 1849. Papers referred Jan. 8, 77. Adverse report, agreed to Jan. 19, 169.

CLAIMANT,
AZEL AYVAULT.

Nature of Claim:

In relation to compensation for ditching and fencing certain lands taken for the construction of the Genesee Valley Canal.

Legislative Action:

Assembly Journal, 1850. Petition presented and referred to the committee on canals, Jan. 14, 113.

CLAIMANTS,

JOHN H. BARCOCK, LEANDER FOX.*Nature of Claim :*

In relation to the overflow of the waters of the Otsuago Creek, by reason of the construction of the Erie canal.

Legislative Action :

Assembly Journal, 1849. Petition presented and referred to the committee on claims, Jan. 6, 59. Adverse report agreed to, Jan. 18, 160. Reconsidered, Jan. 22, 197. Bill introduced, Feb. 21, 539. Bill passed, March 31, 1177.

Senate Journal, 1849. Bill received, April 2, 513.

CLAIMANTS,

LUKE P. BARCOCK, CHARLES ELLIOTT.*Nature of Claim :*

In relation to damages occasioned by the Cayuga and Seneca canal.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on canals, Sept. 10, 1419. Bill introduced, Sept. 23, 1500. Bill passed, Nov. 19, 1857.

Senate Journal, 1847. Bill received and referred to the committee on claims, Nov. 19, 873. Referred to canal commissioners, Nov. 26, 896.

Assembly Journal, 1848. Papers referred, Jan. 17, 147.

Assembly Journal, 1849. Petition referred to the committee on claims, March 5, 662. Bill reported, March 8, 734. Bill passed, March 31, 1182.

Senate Journal, 1849. Bill received and referred to the committee on claims, April 2, 513.

Assembly Journal, 1850. Papers referred to the committee on canals, Jan. 29, 227.

CLAIMANT,
VARNUM M. HABCOCK.

Nature of Claim :

In relation to land bought at tax sale.

Legislative Action :

Senate Journal, 1847. Petition presented and referred to the committee on Judiciary, Oct. 5, 723. Adverse report agreed to, Oct. 12, 730. Senate Doc., Vol. 4, No. 126.

Assembly Journal, 1847. Petition presented and referred to the committee on Judiciary, May 5, 1211.

Assembly Journal, 1848. Petition presented and referred to the committee on Judiciary, Jan. 6, 38. Adverse report agreed to, Jan. 29, 223. Assembly Doc., Vol. 2, No. 39.

CLAIMANT,
LEVI S. HACKUS.

Nature of Claim :

For newspapers furnished the Deaf and Dumb.

Legislative Action :

Assembly Journal, 1844. Bill introduced and passed.

Senate Journal, 1844. Bill received from Assembly and referred to the committee on finance, April 18, 461. Favorable report, April 19. Senate Journal, 466. Bill ordered to third reading, April 19. Senate Journal, 470. Bill passed, April 23. Senate Journal, 501.

CLAIMANT,
ANTHONY S. BADGLEY, ANDREW BIGHAM.

Nature of Claim :

In relation to the construction of section 20 of Erie canal enlargement.

Legislative Action :

Assembly Journal, 1845. Petition presented, and referred to the committee on grievances, Feb. 6, 254. Bill introduced March 15,

525. Assembly Doc., vol 5, No. 179. Ordered to third reading April 30, 1883. Bill passed May 6, 1874.

Senate Journal, 1845. Bill received from the Assembly, and referred to the committee on claims, May 7, 1838. Reported favorably, and bill ordered third reading, May 8, 1860. Bill passed May 12, 1857.

CLAIMANT,
HORACE BAILEY.

Nature of Claim:

In relation to injury done a boat in the weigh lock at Rochester.

Legislative Action:

Assembly Journal, 1845. Papers referred to the committee on claims, Jan. 14, p. 90.

CLAIMANT,
PETER HAIN.

Nature of Claim:

For the cancellation of certain bonds.

Legislative Action:

Assembly Journal, 1845. Bill introduced Jan. 24, p. 145.

CLAIMANTS,
**JOSIAH W. BAKER, THOMAS R. BRAYTON,
SAMUEL FARRELL.**

Nature of Claim:

For relief arising out of work done on eight locks on Chamung canal.

Legislative Action:

Assembly Journal, 1844. Petition presented, and referred to the committee on claims, Jan. 23, p. 127. Referred to Canal Board Jan. 26, p. 162. Report made Feb. 1, p. 205. Assembly Doc., vol. 3,

p. 54. Committee on claims report favorably, and bill introduced. Assembly Doc., vol. 3, No. 84. Bill ordered third reading March 18, 528. Bill passed March 19, 539.

Senate Journal, 1844. Bill received from Assembly, and referred to the committee on canals, March 19, 280. Favorable report made, and bill ordered to a third reading, March 20, 282. Bill passed March 21, 294. Laws of 1844, ch. 62, p. 52.

CLAIMANTS,

ALONZO C. BALDWIN, ELAM T. BALDWIN.

Nature of Claim :

For relief growing out of work on locks No. 9 and 11 on the Erie canal enlargement.

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to Canal Board, Jan. 23, 127. Report made Jan. 27, 170. Assembly Doc. 1844, No. 43, vol. 3. Committee on claims made favorable report, and bill introduced Feb. 9, 261. Bill ordered third reading, March 18, 528. Bill passed March 19, 540.

Senate Journal, 1844. Bill received from Assembly, and referred to the committee on claims, March 19, 280. Favorable report made March 22, 299. Bill ordered to third reading April 24, 512. Bill passed April 25, 525.

CLAIMANT,

SILAS BALL.

Nature of Claim :

In relation to cancelling a canal contract.

Legislative Action :

Assembly Journal, 1849. Petition presented and referred, Feb. 7, 362. Bill reported, Feb. 14, 448. Bill passed, April 2, 1208.

Senate Journal, 1849. Bill received and referred, April 3, 521.

[Senate, No. 5.]

CLAIMANTS,

ASAHIEL BARBER, HENRY PARDEE.*Nature of Claim :*

In relation to canal damages.

Legislative Action :

Senate Journal, 1849. Petition presented and referred, Feb. 2, 156. Bill reported separately, Feb. 6, 165.

CLAIMANT,

JOSIAH BARBER.*Nature of Claim :*

In reference to a judgment obtained at Auburn.

Legislative Action :

Senate Journal, 1845. Petition presented and referred to the committee on claims, March 6, 270. Bill reported, April 25, 536. Senate Doc., Vol. 3, No. 101. Bill passed, May 13, 747.

Assembly Journal, 1845. Bill received from Senate and referred to the committee on claims, May 13, 1538. Reported favorably, and ordered to third reading, May 14, 1364. Bill passed, May 14, 1381.

CLAIMANT,

PETER BARGY'S Estate, (by Peter Caggar, Administrator.)*Nature of Claim :**Legislative Action :*

Assembly Journal, 1844. Petition presented and referred to the committee on claims, Jan. 24, 138. Committee reported unfavorably, Jan. 27, 170.

CLAIMANT,
OLIVER BARKER.

Nature of Claim :

In relation to damages incurred by raising the water on the Geddes level of the Erie canal.

Legislative Action :

Assembly Journal, 1846. Petition presented and referred to the committee on claims, Jan. 12, 92. Referred to Canal Board, Feb. 20, 410. Report received, March 2, 471. Assembly Doc., Vol. 4, No. 115.

Assembly Journal, 1847. Petition presented and referred to the committee on grievances, Jan. 14, 84.

Assembly Journal, 1848. Petition presented and referred to the committee on claims, Jan. 12, 76. Adverse report made and agreed to, April 10, 1230.

Assembly Journal, 1849. Papers referred, Jan. 10, 84.

Senate Journal, 1849. Petition presented and referred to the committee on claims, Jan. 10, 46. Senate Doc., Vol. 1, No. 16. Adverse report agreed to, Jan. 25, 116. Reconsidered, Jan. 26, 120.

Senate Journal, 1850. Petition presented and referred to the committee on claims, Jan. 14, 65. Bill reported, Jan. 26, 128. Bill passed, March 19, 403.

Assembly Journal, 1850. Bill received and referred to the committee on canals, March 19, 799. Reported for consideration, March 26, 947.

CLAIMANT,
PELLUM BARKER.

Nature of Claim :

In relation to the release of certain lands mortgaged to the State.

Legislative Action :

Assembly Journal, 1848. Petition presented and referred to the committee on Ways and Means, April 10, 1427.

Senate Journal, 1849. Papers referred to the committee on judiciary, Jan 6, 37.

CLAIMANT,

JAMES M. BARNARD.*Nature of Claim :*

In relation to injury received by a boat on the canal.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on canals, Sept. 11, 1425.

CLAIMANTS.

AARON BARNES & JOHN E. HINMAN.*Nature of Claim :*

For relief, in consequence of damages done by the Erie canal in February and March, 1840.

Legislative Action :

Assembly Journal, 1845. Petition presented, and referred to the committee on claims, Jan. 14, 84. Referred to Canal Board, Feb. 6, 256. Assembly Doc., vol. 3, No. 60. Assembly Doc. 73, vol. 3. Bill introduced Feb. 15, 314. Assembly Doc., vol. 3, No. 79. Bill ordered to third reading March 27, 629. Bill passed April 1, 662.

Senate Journal, 1845. Bill received from Assembly, and referred to the committee on claims, April 3, 395. Bill reported favorably April 15, 467. Ordered to a third reading May 12, 713. Bill passed May 14, 787.

Assembly Journal, 1849. Petition presented, and referred to the committee on canals, April 5, 1292.

Assembly Journal, 1850. Petition presented, and referred to the committee on canals, Feb. 8, 311. Bill introduced March 2, 540. Bill passed March 29, 1013.

Senate Journal, 1850. Bill received and referred March 30, 531. Adverse report agreed to April 6, 644.

CLAIMANT,

WILLIAM BARNES.*Nature of Claim :*

As ration contractor in Auburn State prison.

Legislative Action :

Assembly Journal, 1846. Petition presented, and referred to the committee on grievances, Feb. 28, 461.

Senate Journal, 1847. Petition presented, and referred to the committee on grievances, April 12, 355. Bill introduced April 13, 357. Ordered to third reading April 25, 456. Bill passed April 27, 463.

Assembly Journal, 1847. Bill received, and referred to the committee on grievances, April 27, 1046. Bill passed April 28, 1059.

CLAIMANT,

BENJAMIN BARNEY.

Nature of Claim :

In relation to damages sustained by the waters of Erie canal.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on canals, Jan. 19, 112. Bill introduced Jan. 22, 133. Bill passed April 15, 825.

Senate Journal, 1847. Bill received, and referred to the committee on claims, April 15, 373. Reported adverse April 20, 396.

Senate Journal, 1848. Papers referred to the committee on canals Jan. 12, 56. Adverse report made and agreed to Jan. 19, 84.

CLAIMANTS,

**WILLIAM GEORGE BARNHART, JACOB BARNHART,
GEORGE ROBERTSON, GEORGE GALLINGER,
GEORGE SNETZINGER.**

Nature of Claim :

In relation to compensation for certain improvements on lands sold by the State.

Legislative Action :

Assembly Journal, 1848. Petition presented, and referred to the committee on claims, Feb. 29, 498. Referred to the Commissioners of land office March 17, 765.

Assembly Journal, 1850. Papers referred to the committee on claims March 7, 630. Bill reported March 27, 967. Bill passed April 9, 1232.

Senate Journal, 1850. Bill received, and referred to the committee on claims, April 9, 709. Bill passed April 10, 779.

CLAIMANT,

**BENJAMIN BARSE, Assignee of Daniel Candee,
James Miller.**

Nature of Claim :

In relation to the construction of section 11 of the Erie canal enlargement.

Legislative Action :

Assembly Journal, 1846. Petition presented, and referred to the committee on claims, March 10, 537. Adverse report made and agreed to March 14, 585.

CLAIMANT,

THEODORE D. BARTON.

Nature of Claim :

Legislative Action :

Assembly Journal, 1850. Petition presented, and referred to the committee on claims, Jan. 31, 247.

CLAIMANT,

LORENZO BATES.

Nature of Claim :

For damages in relation to sections No. 105, 106, of Erie canal enlargement.

Legislative Action :

Assembly Journal, 1846. Petition received and referred to the committee on claims, Jan. 15, 120. Favorable report and bill introduced, Jan. 24, 196. Assembly Doc, Vol. 2, No. 39. Ordered to third reading, March 12, 572. Bill passed, April 7, 817.

Senate Journal, 1846. Bill received and referred to the committee on claims, April 7, 439.

Assembly Journal, 1847. Bill introduced, March 25, 612.

CLAIMANT,

ASA BAXTER.

Nature of Claim :

In relation to land taken by the treaty of Ghent.

Legislative Action :

Assembly Journal, 1846. Petition presented and referred to the Commissioners of land office, Jan. 26, 204. Report received, Feb. 9, 322. Adverse report made and agreed to, April 10, 863.

Assembly Journal, 1847. Papers referred to the committee on claims, Jan. 12, 62. Bill reported, April 28, 1054. Bill passed, Sept. 20, 1469.

Senate Journal, 1847. Bill received from Assembly and referred to the committee on claims, Sept. 21, 680. Referred to Commissioners of land office, Sept. 24, 695. Report received, Oct. 1, 720. Senate Doc., Vol. 4, No. 117. Ordered to third reading, Dec. 6, 938. Bill passed, Dec. 14, 1009.

Assembly Journal, 1848. Bill introduced, Feb. 14, 372. Ordered to third reading, March 3, 555. Bill passed, March 4, 562.

Senate Journal, 1848. Bill received and referred to the committee on claims, March 4, 263. Bill passed, March 23, 383. Reconsidered, March 24, 390. Select committee report adversely and Senate agree, April 10, 592. Senate Doc. Vol. 5, No. 75.

Assembly Journal, 1849. Papers referred, Feb. 14, 461.

Senate Journal, 1850. Papers referred to the committee on claims, Jan. 9, 52. Bill reported, Jan. 29, 136. Senate Doc. No. 35. Bill passed, Feb. 19, 224.

Assembly Journal, 1850. Bill received and referred to the committee on claims, Feb. 20, 401. Bill passed, March 5, 582.

CLAIMANT,

HENRY G. BEACH.*Nature of Claim :*

In relation to the repeal of an act concerning a certain toll bridge over the Seneca river in the county of Onondaga.

Legislative Action :

Assembly Journal, 1848. Petition presented and referred, Jan. 26, 192.

Assembly Journal, 1850. Papers referred to the committee on grievances, Feb. 21, 421. Bill introduced, March 5, 572. Bill passed, April 9, 1227.

Senate Journal, 1850. Bill received and referred to the committee on claims, April 9, 702. Favorably reported, April 9, 708. Bill passed, April 10, 757.

 CLAIMANT,
HORACE A. BEACH.*Nature of Claim :*

In relation to damages occasioned by a breach in the Genesee Valley canal.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on claims, Jan. 22, 131. Bill reported, Dec. 2, 2015. Assembly Doc., Vol. 8, No. 246. Bill passed, Dec. 14, 2196.

Senate Journal, 1847. Bill received and referred to the committee on claims, Dec. 14, 1006. Adverse report, Dec. 15, 1015.

Assembly Journal, 1848. Papers referred to the committee on canals, Feb. 4, 284. Favorable report and bill introduced, Feb. 18, 402. Ordered to third reading, March 8, 620. Bill passed March 9, 632.

Senate Journal, 1848. Bill received and referred to the committee on canals, March 9, 285. Bill passed, March 23, 382.

CLAIMANT,
LAVINIA BEARDSLEE.

Nature of Claim :

In relation to damages by the Minden feeder.

Legislative Action :

Assembly Journal, 1846. Petition presented and referred to the committee on claims, Jan. 12, 92. Committee report unfavorably, agreed to, Jan. 20, 165. Papers referred to Canal Commissioners, Jan. 26, 210. Report received, Jan. 30, 239. Assembly Doc. Vol. 2, No. 48. Adverse report made and agreed to, March 14, 585.

Assembly Journal, 1848. Papers referred to the committee on claims, Jan. 20, 145. Adverse report made and agreed to, March 14, 689.

CLAIMANT,
THOMAS BEAVAN.

Nature of Claim :

For repayment of money paid for land.

Legislative Action :

Assembly Journal, 1846. Petition presented and referred to the committee on judiciary, Feb. 24, 430. Bill reported, March 17, 606. Bill passed, March 23, 664.

Senate Journal, 1846. Bill received from Assembly and referred to the committee on claims, March 23, 366. Favorable report, March 26, 383. Ordered to third reading, April 20, 525. Bill passed, April 29, 553.

CLAIMANT,
HEIRS of JOEL BELL.

Nature of Claim :

In relation to canal damages.

Legislative Action :

Assembly Journal, 1850. Petition presented and referred to the committee on canals, Jan. 7, 55. Adverse report agreed to, Jan. 29, 226.

CLAIMANT,

LEWIS BENEDICT.

Nature of Claim :

In relation to damages occasioned by an alteration of the line of the canal at Rochester.

Legislative Action :

Assembly Journal, 1850. Petition presented and referred to the committee on canals, Jan. 29, 224. Bill introduced, March 15, 727. Bill passed, March 29, 1012.

Senate Journal, 1850. Bill received and referred to the committee on claims, April 1, 546. Favorably reported. Bill passed, April 10, 744.

CLAIMANT,

MILES BENHAM.

Nature of Claim :

In relation to extra service performed as superintendent on the Crooked Lake canal.

Legislative Action :

Assembly Journal, 1848. Petition presented and referred to the committee on canals, March 18, 771.

Assembly Journal, 1849. Papers referred, Jan. 16, 143. Adverse report made and agreed to, Jan. 19, 169.

CLAIMANT,

WILLIAM H. BENNETT.

Nature of Claim :

In relation to canal damages.

Legislative Action :

Assembly Journal, 1849. Petition presented and referred Feb. 2, 296.

Assembly Journal, 1850. Petition presented, and referred to the committee on canals, Jan. 12, 104. Bill introduced Jan. 30, 240. Bill passed March 19, 793.

Senate Journal, 1850. Bill received, and referred to the committee on canals, March 20, 410. Bill passed April 10, 758.

CLAIMANT,

JOHN L. BEVENS.

Nature of Claim :

For relief arising out of contracts for work on the Erie canal enlargement.

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to Canal Board, Jan. 8, 52. Canal Board report Jan. 19, 110. Assembly Doc. 1844, vol. 1, 25.

CLAIMANTS,

REPRESENTATIVES OF JOHN L. BIGELOW.

Nature of Claim :

To be relieved from the obligations of a canal contract.

Legislative Action :

Assembly Journal, 1849. Petition presented and referred March 5, 664. Bill passed April 2, 1193.

Senate Journal, 1849. Bill passed April 7, 599.

CLAIMANTS,

BIGHAM, STEWART & CO.

Nature of Claim :

In relation to contract on section 14 of the Erie canal enlargement.

Legislative Action :

Assembly Journal, 1850. Petition presented, and referred to the committee on canals, Feb. 8, 320. Bill introduced Feb. 25, 444. Bill passed March 14, 717.

Senate Journal, 1850. Bill received, and referred to the committee on claims, March 15, 372. Bill passed April 4, 599.

CLAIMANT,

JOSEPH RITELY.

Nature of Claim :

In relation to Fort Miller dam.

Legislative Action :

Senate Journal, 1845. Petition presented, and referred to the committee on claims, Feb. 19, 208. Adverse report laid on table March 11, 291.

CLAIMANTS,

CHARLES BLACKMAN, ROSEL BLACKMAN, WILLIAM SMITH, MORRISON ROLLO, WILBUR & SANDFORD.

Nature of Claim :

In relation to the damages sustained by the feeder for Hatch's lake.

Legislative Action :

Assembly Journal, 1846. Petition presented, and referred to the committee on grievances, Feb. 6, 293. Bill introduced on favorable report Feb. 11, 336. Assembly Doc., vol. 3, No. 84. Ordered to third reading April 2, 769. Bill passed April 9, 856.

Senate Journal, 1846. Bill received from Assembly, and referred to the committee on claims, April 10, 458. Adverse report made April 18, 499. Ordered to a third reading May 13, 749.

Assembly Journal, 1847. Papers referred to the committee on claims Jan. 22, 136. Sent to the committee on canals Sept. 10, 1420. Bill reported Oct. 14, 1617. Assembly Doc., vol. 7, No. 220. Bill lost Dec. 14, 2214.

Assembly Journal, 1848. Papers referred to the committee on canals, Jan. 25, 180. Favorable report, and bill introduced Feb. 9, 326. Bill ordered third reading March 1, 522. Bill passed March 2, 535.

Senate Journal, 1848. Bill received, and referred to the committee on canals, March 2, 248. Rejected April 7, 545.

CLAIMANT,

JOHN R. BLEECKER.

Nature of Claim:

In relation to damages occasioned by the overflow of his land at the Erie canal aqueduct, over the Oriskany creek.

Legislative Action:

Assembly Journal, 1847. Petition presented, and referred to the committee on canals, Sept. 20, 1466. Adverse report agreed to Dec. 6, 2057.

CLAIMANT,

BURNET BOND.

Nature of Claim:

For compensation for a boat or boats lost on Champlain canal.

Legislative Action:

Senate Journal, 1844. Papers referred to the committee on claims, January 25, 91.

Assembly Journal, 1847. Papers referred to the committee on claims, January 12, 62. Bill reported, September 27, 1591. Assembly Doc. vol. 7, No. 210.

CLAIMANT,

TOWN OF BOONVILLE.

Nature of Claim:

For compensation for injury done to the roads of the town by a break in the Black River canal.

Legislative Action:

Assembly Journal, 1849. Petition presented and referred to the committee on canals, January 25, 126. Adverse report made and agreed to March 5, 666. Assembly Doc. vol. 3, No. 169.

CLAIMANT,

LEWIS BOSTEED, N. B. KINGSLAND.

Nature of Claim:

In relation to the defence of a suit growing out of canal regulations.

Legislative action:

Senate Journal, 1846. Petition presented and referred to the Canal Board, Jan. 26, 144. Report received April 24, 546. Adverse report made and agreed to, May 11, 690.

CLAIMANT,

AMOS W. BOUGHTON.

*Nature of Claim:**Legislative action:*

Assembly Journal, 1846. Petition presented and referred to the committee on claims, Jan. 28, 222.

CLAIMANT,

JOHN S. BOWBON.

Nature of Claim:

To be paid his salary as secretary of the board of commissioners of charitable institutions in the city of New-York.

Legislative action:

Assembly Journal, 1850. Petition presented and referred to the committee on claims, Jan. 15, 123.

CLAIMANT,
SAMUEL BOYCE.

Nature of Claim :

Legislative action:

Assembly Journal, 1846. Report adverse, made by the committee on claims, and agreed to, Jan. 23, 186.

CLAIMANT,
JOHN H. BOYD.

Nature of Claim :

In relation to a Pier at Whitehall.

Legislative Action :

Senate Journal, 1845. Petition presented and referred to the committee on claims, Jan. 17, 73. Adverse report made and laid on table, Feb. 6, 156. Senate Doc. vol. 1, No. 27. Bill introduced by consent, Feb. 13, 184. Bill and petition recommitted, Feb. 17, 200. Adverse report made, Feb. 24, 223. Senate Doc., vol. 1, No. 27. Ordered to third reading, May 2, 581. Bill passed, May 8, 647.

Assembly Journal, 1845. Bill received from the Senate and referred to the committee on canals, May 8, 1140. Reported favorably, May 10, 1219. Ordered to third reading, May 12, 1229. Bill passed, May 12, 1261.

Assembly Journal, 1848. Petition presented and referred to the committee on canals, Feb. 18, 400.

CLAIMANT,
ELIAS B. BRADLEY, MILES SPENCER.

Nature of Claim:

To have certain monies refunded.

Legislative Action :

Assembly Journal, 1844. Bill introduced, Jan. 15, 87. Bill ordered to third reading, Jan. 22, 126. Bill passed, Jan. 24, 148.

Senate Journal, 1844. Received from Assembly and referred to the committee on claims, Jan. 25, 90. Referred to the committee on judiciary, Jan. 26, 95. Bill reported favorably, with amendments, Jan. 29, 103.

CLAIMANT,

JAMES BRADY.

Nature of Claim:

In relation to the defence of a suit brought against him as canal superintendent.

Legislative Action :

Assembly Journal, 1848. Petition presented and referred to the committee on canals, Jan. 6, 49. Favorable report made and bill introduced, Feb. 8, 310. Assembly Doc. vol. 2, No. 50. Bill passed, March 3, 547.

Senate Journal, 1848. Bill received and referred to the committee on claims, March 2, 245.

Assembly Journal, 1849. Papers referred, Jan. 10, 91. Adverse report made and agreed to, Jan. 23, 206. Assembly Doc. vol. 1, No. 37.

CLAIMANT,

FRANCIS L. BRAYTON.

Nature of Claim :

In relation to damages occasioned by the Champlain canal.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on canals, Feb. 6, 230. Bill introduced Feb. 19, 331. Assembly Doc., vol. 2, 82. Bill passed Sept. 14, 1444.

Senate Journal, 1847. Bill received, and referred to the committee on claims, Sept. 14, 668. Adverse report made Oct. 20, 802.

Assembly Journal, 1848. Papers referred to the committee on canals Feb. 1, 248. Favorable report, and bill introduced Feb. 16, 383. Bill passed March 8, 614.

Senate Journal, 1848. Bill received, and referred to the committee on canals, March 8, 278. Bill rejected April 6, 580.

CLAIMANTS,

THOMAS E. BRAYTON, THOMAS W. CHEESBRO.

Nature of Claim :

For relief as contractors on lock No. 1, section 1, aqueduct 1, on Chamung canal.

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to the committee on claims, Jan. 22, 128. Referred to Canal Board Jan. 26, 162. Report made Feb. 1, 205. Assembly Doc., vol. 3, No. 53. Committee on claims report favorably, and bill introduced Feb. 21, 329. Assembly Doc., 1844, vol. 3, No. 88. Bill ordered to third reading April 15, 840. Bill passed April 16, 847.

Senate Journal, 1844. Bill received from Assembly, and referred to the committee on claims, April 16, 456. Favorable report made April 22, 489. Bill ordered to third reading April 24, 310. Bill passed April 25, 519.

CLAIMANTS,

**GEORGE BRINCKERHOFF & OTHERS, Heirs of
William Gall, deceased.**

*Nature of Claim :**Legislative Action :*

Assembly Journal, 1845. Petition presented, and referred to the committee on claims, Jan. 17, 144. Referred to Attorney General Feb. 17, 387.

CLAIMANTS,

**SURBANUS BRITTON, WILLIAM BALDWIN, FRANK-
LIN R. SMITH, ABRAHAM WIGG.**

Nature of Claim :

For an extra allowance on a contract on the Genesee Valley canal.

Legislative Action :

Assembly Journal, 1849. Petition presented, and referred to the committee on claims, March 14, 837. Bill reported March 16, 885. Bill passed March 28, 1098.

Senate Journal, 1849. Bill received, and referred to the committee on claims, March 28, 485. Adverse report March 30, 493.

CLAIMANT,

CHARLES C. BRODHEAD.

Nature of Claim :

In relation to an appeal from the decision of the Canal Appraisers.

Legislative Action :

Senate Journal, 1850. Petition presented, and referred to the committee on claims, March 13, 354. Adverse report made and agreed to March 21, 420.

CLAIMANT,
ALVIN BRONSON.

Nature of Claim:

In relation to the purchase of Old Fortification Block.

Legislative Action:

Senate Journal, 1847. Petition presented, and referred to the committee on grievances, Feb. 2, 95. Bill introduced. Favorable report Feb. 15, 134. Senate Doc., vol. 2, No. 41.

CLAIMANT,
ELIAS BROWN.

Nature of Claim:

For damages in consequence of the erection of a bridge over the Erie canal, at West Troy.

Legislative Action:

Assembly Journal, 1846. Petition presented, and referred to the Canal Commissioners, Jan. 12, 94. Report received Jan. 17, 146. Assembly Doc., vol. 1, No. 22. Adverse report made and agreed to Jan. 29, 231.

CLAIMANT,
MARCUS BROWN.

Nature of Claim:

For compensation for property taken by the State, through Colonel Marinus Willet.

Legislative Action:

Assembly Journal, 1844. Papers taken from files and referred to the committee on claims, Jan. 11, 73. Bill introduced, March 11, 467. Assembly Doc. 1844, vol. 5, No. 122.

Assembly Journal, 1845. Papers referred to the committee on claims, Jan. 20, 123. Bill introduced, Feb. 27, 387. Assembly Doc. vol. 4, No. 130. Ordered to third reading, April 29, 973. Bill passed, May 6, 1070.

Assembly Journal, 1846. Papers referred to the committee on claims, Jan. 12, 99. Committee report favorably and bill introduced Jan. 19, 155. Assembly Doc., vol. 2, No. 42. Papers transmitted by the Secretary of State, March 11, 565. Bill rejected, April 16, 931.

Assembly Journal, 1847. Papers referred to the committee on claims, Jan. 12, 63. Bill introduced, Jan. 25, 148. Assembly Doc., vol. 1, No. 19.

Assembly Journal, 1848. Papers referred to the committee on claims, Jan. 6, 39. Favorable report and bill introduced, April 1, 1023. Assembly Doc. vol. 5, No. 185.

Assembly Journal, 1849. Papers referred to the committee on claims, Jan. 27, 252. Bill lost, Feb. 20, 530. House refused to reconsider, Feb. 23, 562.

Assembly Journal, 1850. Papers referred, Jan. 23, 193.

CLAIMANTS,

MATTHEW BROWN, ELISHA JOHNSON.

Nature of Claim:

In relation to canal contract.

Legislative Action:

Senate Journal, 1844. Papers referred to the committee on claims, Jan. 22, 81. Report made and bill introduced, March 8, 224. Report printed. Senate Doc., vol. 2, No. 87. Bill ordered to third reading, March 15, 258. Bill passed, March 22, 304.

Assembly Journal, 1844. Bill received and referred to the committee on claims, March 22, 589. Bill ordered to third reading, March 26, 618. Bill passed, March 26, 622.

CLAIMANT,

MERRIT H. BROWN.

Nature of Claim:

In relation to damages sustained by the construction of the Genesee Valley canal.

Legislative Action:

Assembly Journal, 1849. Bill introduced, March 1, 632. Assembly Doc. vol. 3, No. 129. Bill passed, April 2, 1193.

Senate Journal, 1849. Bill received and referred, April 3, 521.

CLAIMANT,
SOLOMON BROWN.

Nature of Claim:

In relation to work suspended by the act of 1842.

Legislative Action:

Assembly Journal, 1844. Bill introduced, Jan. 26, 162. Bill ordered to third reading, March 18, 526. Bill passed, March 19, 538.

Senate Journal, 1844. Bill received from Assembly and referred to the committee on claims, March 19, 280. Favorable report made and bill ordered to third reading, March 21, 288. Bill passed, March 22, 303. Laws of 1844, ch. 58, p. 50.

Assembly Journal, 1845. Petition presented and referred to the committee on claims, Jan. 17, 102. Referred to Canal Board, Jan. 22, 133. Canal Board report, Jan. 27, 163. Assembly Doc., vol. 3, No. 36. Committee report unfavorably—agreed to, Jan. 23, 169.

CLAIMANT,
THOMAS BROWN,

Nature of Claim:

For compensation for timber and gravel for the use of the Genesee Valley canal.

Legislative Action:

Senate Journal, 1844. Petition presented, and referred to the committee on claims, Feb. 10, 140. Sent to Canal Commissioners, March 11, 238. Report made, March 22, Senate Doc., vol. 3, No. 101. Committee on claims made adverse report. Recommended, and committee ordered to bring in a bill, April 19, 467. Bill introduced, April 22, 489. Bill ordered to third reading, April 25, 527. Bill passed, April 30, 577.

Assembly Journal, 1844. Bill received and referred to the committee on claims, April 30, 1010. Bill ordered to third reading, May 2, 1023. Bill passed, May 3, 1068.

CLAIMANT,

G. W. S. BRONSON.*Nature of Claim:*

In relation to certain land damages.

Legislative Action:

Assembly Journal, 1844. Petition presented and referred to the committee on claims, Jan. 31, 185. Favorable report made, and bill introduced, Feb. 6, 235. Bill ordered to third reading, March 18, 528. Bill passed, March 19, 539.

Senate Journal, 1844. Bill received and referred to the committee on canals, March 19, 280. Sent to the committee on claims. Favorable report, March 22, 299. Ordered to third reading, April 24, 513. Bill passed, April 25, 525.

CLAIMANT,

PACKARD BRUCE.*Nature of Claim:*

In consequence of the injury to his mill by the construction of the Genesee Valley canal.

Legislative Action:

Assembly Journal, 1844. Petition presented and referred to the committee on canals, January 12, 58. Referred to Canal Board, Jan. 15, 93. Report received, Feb. 2, 196. Assembly Doc. vol. 1, No. 41, Assembly Doc., vol. 2, No. 61. Bill introduced, March 17, 521. Bill passed, May 4, 1185.

Senate Journal, 1847. Bill received and referred to the committee on claims, May 5, 533. Bill rejected, May 8, 577.

Assembly Journal, 1848. Papers referred to the committee on canals, Jan. 27, 210. Favorable report and bill introduced, Feb. 3, 279. Ordered to third reading, Feb. 8, 333. Bill passed, Feb. 10, 339.

Senate Journal, 1848. Bill received and referred to the committee on claims, Feb. 11, 177.

Assembly Journal, 1849. Papers referred, Jan. 4, 54.

Senate Journal, 1849. Papers referred to the committee on canals, Jan. 5, 35. Bill introduced, Jan. 6, 36. Adverse report, Feb. 2, 151. Bill rejected, Feb. 26, 269. Senate Doc., vol. 2, No. 38.

CLAIMANTS,

GEORGE H. BUCK.

Nature of Claim :

In relation to canal damages.

Legislative Action :

Senate Journal, 1849. Petition presented, and referred to the committee on claims, Jan. 23, 102. Adverse report agreed to, Jan. 24, 109.

CLAIMANTS,

HEIRS OF DANIEL R. BUCKLEY.

Nature of Claim :

Legislative Action :

Assembly Journal, 1847. Bill introduced and passed.

Senate Journal, 1847. Bill received from Assembly, and referred to the committee on grievances, April 30, 496. Favorable report, May 1, 501. Ordered third reading, May 3, 508. Bill passed, May 5, 537.

CLAIMANT,

WILLIAM BUELL.*Nature of Claim :*

In relation to work done on combined locks at Lockport.

Legislative Action :

Senate Journal, 1845. Petition presented, and referred to the committee on claims, Feb. 12, 179. Committee discharged, May 13, 733.

Assembly Journal, 1846. Petition presented, and referred to the committee on claims, Jan. 17, 144. Favorable report made, and bill introduced, Jan. 24, 195. Assembly Doc., vol. 2, No. 46. Ordered to third reading, March 12, 571. Bill passed, April 6, 809.

Senate Journal, 1846. Bill received from the Assembly, and referred to the committee on claims, April 8, 436. Referred to Canal Commissioners, April 8, 440. Committee make adverse report, April 20, 510. Senate Doc., vol. 4, No. 126. Bill considered and passed, May 5, 609.

Assembly Journal, 1847. Petition presented, and referred to the committee on claims, Jan. 12, 59. Sent to the committee on canals, Jan. 16, 101. Bill reported, May 6, 1220.

Senate Journal, 1850. Petition presented, and referred to the committee on claims, March 1, 275. Adverse report made and agreed to, March 25, 455.

 CLAIMANT,
GEORGE W. BULL.*Nature of Claim :*

In relation to attendance as witness.

Legislative Action :

Senate Journal, 1849. Petition presented, and referred to the committee on claims, Feb. 9, 184. Adverse report made and agreed to, Feb. 12, 196.

CLAIMANT,
WILLIAM BULL.

Nature of Claim :

In relation to damages resulting from the falling of a canal farm bridge.

Legislative Action :

Senate Journal, 1847. Petition presented, and referred to the committee on claims.

Senate Journal, 1848. Papers referred to the committee on claims, Jan. 27, 115. Adverse report made and agreed to, Jan. 29, 124.

CLAIMANT,
JOHN BUMP.

Nature of Claim :

In relation to the loss of property while in the service of the superintendent of repairs on the Chemung canal.

Legislative Action :

Assembly Journal, 1845. Petition presented, and referred to the committee on grievances, Feb. 15, 312. Sent to Canal Board, March 1, 410. Report made, March 5, 445. Assembly Doc., vol. 4, No. 141.

CLAIMANT,
JOHN BURCH.

Nature of Claim :

For a re-appraisement of damages sustained by his land in re-constructing Chemung canal.

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to the committee on claims, March 11, 463. Bill introduced, March 20, 548. Assembly Doc., vol. 5, No. 139.

Assembly Journal, 1845. Papers referred, Jan. 14, 90. Sent to Canal Board, Feb. 18, 332. Report made, Feb. 24, 366. Assembly Doc., vol. 4, No. 102. Committee report to be discharged. Agreed to, March 12, 490.

CLAIMANT,
HUBBARD BURDICK.

Nature of Claim:

In relation to section 11, of the Jordan level.

Legislative Action:

Assembly Journal, 1845. Petition referred to Canal Board, March 25, 603. Report received, April 2, 684. Assembly Doc., 217, vol. 6. Bill introduced, April 9, 752. Ordered to third reading, April 28, 969. Bill passed, May 6, 1069.

Senate Journal, 1845. Bill received from the Assembly and referred to the committee on claims, May 6, 621. Committee discharged and bill laid on the table, May 8, 643.

Assembly Journal, 1846. Papers referred to the committee on claims, Jan. 12, 97. Favorable report and bill introduced, Jan. 20, 165. Assembly Doc., vol. 2, No. 32. Ordered to third reading, March 12, 570. Bill lost, April 7, 821.

Assembly Journal, 1847. Papers referred to the committee on claims, Feb. 3, 214. Bill introduced, Feb. 17, 310. Assembly Doc., vol. 2, No. 66.

Assembly Journal, 1848. Papers referred to the committee on claims, Jan. 22, 168. Bill introduced and favorable report, Jan. 28, 214. Assembly Doc., vol 2, No. 37. Ordered to third reading, Feb. 8, 319. Bill passed, Feb. 9, 330.

Senate Journal, 1848. Bill received and referred to the committee on claims, Feb. 10, 172.

Assembly Journal, 1849. Papers referred, Jan. 16, 144. Bill reported, Feb. 9, 389. Bill passed, March 30, 1141.

Senate Journal, 1849. Bill received and referred to the committee on canals, March 30, 502.

Assembly Journal, 1850. Papers referred to the committee on canals, Jan. 11, 100. Bill reported, Jan. 19, 152. Bill passed, March 15, 731.

Senate Journal, 1850. Bill received and referred to the committee on claims, March 15, 379. Bill passed, April 6, 670.

CLAIMANT,
WARD B. BURNETT.

Nature of Claim:

In relation to expenses incurred for the New-York State Volunteers.

Legislative Action:

Assembly Journal, 1848. Petition presented and referred to the committee on militia, March 31, 1005.

CLAIMANT,
HARRIET R. BURT.

Nature of Claim:

In relation to a judgment obtained against David Burt.

Legislative Action:

Assembly Journal, 1849. Petition presented and referred to the Commissioners of the Land Office, Feb. 8, 374. Bill reported, Feb. 28, 613. Bill passed, April 4, 1252.

Senate Journal, 1849. Bill received and referred to the committee on finance, April 4, 559. Bill passed, April 10, 671.

CLAIMANT,
HENRY C. CADY.

Nature of Claim:

In reference to a canal contract.

Legislative Action:

Assembly Journal, 1844. Petition presented and referred to the committee on claims, Jan. 29, 173.

Assembly Journal, 1849. Petition presented and referred; Feb. 21, 536.

CLAIMANTS,

JONATHAN CALKINS, EDDY COLE.*Nature of Claim :*

In relation to canal damages.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the committee on claims, Jan. 31, 185.

Assembly Journal, 1845. Papers referred to the committee on grievances, Feb. 5, 250.

Assembly Journal, 1846. Papers referred to the committee on claims, March 13, 575. Adverse report agreed to, March 28, 719.

Assembly Journal, 1847. Papers referred to the committee on claims, Jan. 10, 67, Sept. 20, 1473.

Assembly Journal, 1848. Papers referred to the committee on claims, 67, Jan. 10. Favorable report made and bill introduced, Feb. 4, 282. Assembly Doc., vol. 2, No. 44. Ordered to third reading, Feb. 17, 447. Bill passed, Feb. 24, 452.

Senate Journal, 1848. Bill received and referred to the committee on canals, Feb. 24, 222. Bill passed, April 11, 658.

Assembly Journal. 1849. Papers referred, Jan. 8, 75.

CLAIMANTS,

WILLIAM CANDEE, SAMUEL HART.*Nature of Claim :*

In relation to canal damages.

Legislative Action :

Assembly Journal, 1845. Petition presented and referred to the committee on canals, Jan. 18, 108. Sent to Canal Board, Jan. 29, 182. Report made, Feb. 3, 227. Assembly Doc., vol. 3, No. 55. Committee made adverse report, agreed to, Feb. 17, 322.

Senate Journal, 1847. Petition presented and referred to the committee on claims, Jan. 26, 75. Bill reported, Jan. 29, 89. Report of Canal Board received, Feb. 19, 155. Consideration of bill laid on the table, Oct. 22, 780. Reconsidered, Nov. 30, 910. Ordered to third reading, Dec. 4, 935. Passed, Dec. 7, 973.

Assembly Journal, 1847. Bill received and referred to the committee on canals, Dec. 7, 2082. Bill passed, Dec. 13, 2166.

CLAIMANT,

CAMPBELL & WOOD.

Nature of Claim:

For compensation for lumber furnished for New-York Arsenal.

Legislative Action:

Assembly Journal, 1850. Petition presented and referred to the committee on militia, Jan. 28, 218.

CLAIMANT,

CHARLES B. CARPENTER.

Nature of Claim:

On account of the Oneida purchase,

Legislative Action:

Assembly Journal, 1849. Petition presented and referred, Feb. 20, 523. Bill introduced, Feb. 26, 583. Bill passed, April 3, 1241.

Senate Journal, 1847. Bill received and referred, April 4, 543. Favorably reported, April 5, 562.

Assembly Journal, 1850. Petition presented and referred to the committee on public land, Feb. 25, 441. Bill introduced, March 16, 763. Bill passed, March 25, 886.

Senate Journal, 1850. Bill received, and referred to the committee on claims, March 26, 482. Adverse report agreed to, April 6, 644.

CLAIMANT,

LYMAN CARPENTER.

Nature of Claim:

Legislative Action:

Senate Journal, 1845. Bill introduced, March 10, 289. Ordered to third reading, April 5, 413. Bill passed, April 17, 486.

Assembly Journal, 1845. Bill received from Senate and referred to the committee on claims, April 17, 858. Adverse report made

and bill laid on table, April 22, 1887. Bill ordered to third reading, April 30, 1880. Bill passed, May 5, 1850.

CLAIMANT,

CHARLES T. CARTER.

Nature of Claim :

In relation to the loss of a canal boat.

Legislative Action :

Assembly Journal, 1845. Committee on claims made adverse report. Agreed to, March 4, 1831.

CLAIMANT,

JOHN CARVIS.

Nature of Claim :

In relation to the arrest and delivery of Nathaniel P. Lee.

Legislative Action :

Assembly Journal, 1846. Petition presented, and referred to the committee on claims, Jan. 20, 1833. Favorable report, and bill introduced Feb. 5, 1837. Assembly Doc., vol. 3, No. 73. Postponed indefinitely, April 2, 1869.

CLAIMANTS,

THEODORUS CATLIN, FREDERICK GREEN.

Nature of Claim :

In relation to damages caused by the overflow of Catharine creek.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on canals, March 8, 1864. Bill reported, March 29, 1826, Assembly Doc., vol. 4, No. 108. Bill passed.

Senate Journal, 1847. Bill received and referred to the committee on claims, May 5, 1833. Adverse report, May 8, 1878.

Assembly Journal, 1848. Papers referred to the committee on canals, Jan. 12, 180. Favorable report, and bill introduced March 7, 1802. Assembly Doc., vol. 3, 114. Ordered third reading, March 29, 1861. Bill passed, April 8, 1804.

CLAIMANT,

THEODORUS CATLIN.*Nature of Claim :*

For damages occasioned by the rebuilding of the locks on the Chemung Canal.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the committee on claims, Jan. 10, 66. Adverse report made, and agreed to Jan. 17, 97.

(See Frederick Green.)

Assembly Journal, 1847. Bill passed, May 4, 1195.

Senate Journal, 1847. Bill reported adversely, May 8, 577.

CLAIMANTS,

CHARLES G. CASE, JOHN E. DUTTON, GEORGE SALMON, GEORGE F. FOLEY.*Nature of Claim :*

In relation to the restoration of land taken for the use of the State.

Legislative Action :

Assembly Journal, 1847. Bill introduced and referred to the committee on claims, Jan. 14, 87. Favorable report made, Feb. 19, 329. Bill passed, May 4, 1183.

Senate Journal, 1847. Bill received, and referred to committee on claims, May 5, 532. Referred to Canal Board, May 6, 553. Reported favorably and ordered to third reading, Oct. 26, 802. Bill passed, Nov. 11, 827.

CLAIMANT,

HULDAH CASE,*Nature of Claim :*

In relation to advances made Oneida Indians.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on Indian affairs, Jan. 12, 60. Adverse report agreed to, Feb. 6, 232.

CLAIMANT,

JAMES M. CASE.*Nature of Claim :*

In relation to injuries done to a canal boat by the breaking of a weigh lock.

Legislative Action :

Senate Journal, 1847. Petition presented and referred, Feb. 9, 180. Adverse report laid on the table, Feb. 20, 227.

CLAIMANT,

JOSEPH G. CASE.*Nature of Claim :*

In relation to a canal contract.

Legislative Action :

Senate Journal, 1847. Petition presented, and referred to the Canal Commissioners, March 31, 303. Report received, April 2, 314. Senate Doc., vol. 2, No. 77. Adverse report agreed to, May 11, 610. Petition again presented and referred to the committee on claims, Nov. 15, 840. Bill introduced, Nov. 17, 858. Ordered to third reading, Nov. 19, 872. Recommitted to the committee on claims, Nov. 22, 881. Favorably reported, Nov. 22, 884. Ordered to third reading, Nov. 23, 886. Bill passed, Nov. 27, 902.

Assembly Journal, 1847. Bill received and referred to the committee on claims, Nov. 27, 1980. Favorably reported, 2002, Dec. 1. Bill passed, Dec. 10, 2122.

Senate Journal, 1848. Petition presented and referred, Feb. 1, 135. Bill introduced, March 17, 329. Bill passed, March 30, 455.

Assembly Journal, 1848. Bill received, and referred to the committee on claims, March 30, 983. Reported favorably, March 31, 1007. Bill passed, April 11, 1302.

CLAIMANT,
RICHARD N. CASLER.

Nature of Claim :

For relief arising out of a contract for the construction of Bridges on the Erie canal enlargement.

Legislative Action :

Assembly Journal, 1849. Petition presented and referred to the Canal Board, Jan. 8, 52. Canal Board report, Jan. 19, 110. Assembly Doc., vol. 1, No. 24. Sent to the committee on claims, Feb. 6, 240. Favorable report made and bill introduced, April 22, 905. Bill ordered to third reading, April 29, 917. Bill passed, April 29, 980.

Senate Journal, 1844. Bill received from Assembly and referred to the committee on canals, April 29, 571. Reported favorably and bill ordered to a third reading, May 1, 580. Bill passed, May 6, 672.

CLAIMANT,
HOMNER CASWELL.

Nature of Claim :

In relation to the construction of Steele's aqueduct.

Legislative Action :

Assembly Document, 1845. Petition received, and referred to the committee on canals, Feb. 13, 299. Bill introduced, April 28, 970. Ordered to third reading, May 3, 1014. Bill passed, May 6, 1069.

Senate Journal, 1845. Bill received from Assembly, and referred to the committee on claims, May 6, 624. Bill passed, May 13, 754.

CLAIMANTS,
CAYUGA BRIDGE COMPANY.

Nature of Claim :

In relation to the invasion of their chartered rights by the construction of the Cayuga and Seneca canal.

[Senate, No. 5.]

Legislative Action :

Assembly Journal, 1848. Petition presented and referred to the committee on canals, Jan. 20, 140. Referred to Attorney General, Feb. 3, 269. Bill introduced on leave, March 22, 819. Reported for consideration of the House, April 10, 1230.

Assembly Journal, 1849. Papers referred, Jan. 3, 38.

CLAIMANT,

C. T. CHAMBERLAIN.

Nature of Claim :

In relation to damages sustained on the Genesee Valley canal.

Legislative Action :

Assembly Journal, 1845. Petition presented, and referred to the committee on canals, March 18, 535. Favorable report, and bill introduced, March 22, 590. Assembly Doc., vol. 5, No. 192. Bill ordered to a third reading, April 24, 922. Bill passed, April 26, 950.

Senate Journal, 1845. Bill received from Assembly, and referred to the committee on claims, April 26, 545. Reported favorably, May 3, 584. Ordered to a third reading, May 13, 739. Bill passed, May 14, 785.

CLAIMANT,

ENOCH CHAMBERLAIN.

Nature of Claim :

In relation to the overflow of the Seneca canal.

Legislative Action :

Assembly Journal, 1849. Petition presented, and referred to the committee on canals, Feb. 26, 580. Bill reported, March 30, 1158.

CLAIMANT,
JACOB CHAMBERLIN.

Nature of Claim :

In relation to the use of the water of Seneca river for the Seneca canal.

Legislative Action :

Assembly Journal, 1849. Petition presented and referred Feb. 16, 480. Bill introduced, Feb. 21, 568. Bill passed, April 2, 1202.

Senate Journal, 1849. Bill received and referred to the committee on claims, April 3, 520.

Assembly Journal, 1850. Bill introduced, Feb. 26, 473.

CLAIMANT,
ABEL CHANDLER.

Nature of Claim :

In relation to injuries sustained by his property on Otselic creek, in the county of Chemung.

Legislative Action :

Assembly Journal, 1845. Petition presented, and referred to the committee on claims, Jan. 16, 99. Bill introduced, Jan. 23, 137. Assembly Doc, vol. 3, No. 37. Bill ordered to third reading, March 13, 502. Bill passed, March 14, 512.

Senate Journal, 1845. Bill received from Assembly, referred to the committee on claims, March 14, 311. Reported adversely. March 20, 330. Senate Doc., vol. 2, No. 68. Bill ordered to third reading, May 3, 583. Bill passed, May 8, 651.

CLAIMANT,
EPHRAIM CHAPIN.

Nature of Claim :

In relation to damages on Cayuga and Seneca canal.

Legislative Action :

Assembly Journal, 1850. Petition presented and referred to the committee on canals, Jan. 29, 224.

CLAIMANTS,

**OGDEN N. CHAPIN, RUFUS C. PALMER,
GEORGE W. HOLT.**

Nature of Claim :

In relation to injury sustained by canal boat Truxton and cargo from the defective condition of a canal lock.

Legislative Action :

Assembly Journal, 1849. Petition presented, and referred to the committee on canals, Feb. 27, 593. Adverse resolution agreed to, March 28, 1062.

Assembly Journal, 1850. Papers referred to the committee on canals, Jan. 10, 88.

CLAIMANT,

SILAS CHAPIN.

*Nature of Claim :**Legislative Action :*

Senate Journal, 1848. Papers referred to the committee on claims, Feb. 10, 173.

CLAIMANT,

JOHN CHAPMAN.

Nature of Claim :

For a further allowance under the law of 1836, as one of the contractors on the Chenango canal.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on canals, March 19, 547. Adverse report agreed to, April 19, 925.

CLAIMANT,
ABRAHAM CHRISTMAN.

Nature of Claim :

For payment for a horse killed in consequence of a bad bridge over the Erie canal near Utica.

Legislative Action :

Assembly Journal, 1850. Petition presented, and referred to the committee on claims. Adverse report agreed to, Jan. 19, 1852.

CLAIMANT,
CALVIN CHRISTIE.

Nature of Claim :

In relation to the reimbursement of certain moneys paid for taxes.

Legislative Action :

Senate Journal, 1849. Petition presented, and referred to the committee on claims, Jan. 5, 33. Adverse report agreed to, Jan. 16, 71.

CLAIMANT,
HIRAM CHURCH.

Nature of Claim :

In relation to advances made the Orchard party of the Oneida Indians.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on Indian affairs, Jan. 27, 1859.

CLAIMANT,
CHESTER CLARK.

Nature of Claim :

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the

committee on claims, Feb. 2, 205. Adverse report made and agreed to, Feb. 12, 272.

CLAIMANTS,

DEWITT CLARK, WILLIAM CLARK.

Nature of Claim :

Legislative Action :

Assembly Journal, 1844: Papers taken from files and referred to the committee on claims, March 8, 445.

CLAIMANT,

HORACE CLARK.

Nature of Claim :

In relation to the construction of a bridge over the Erie canal.

Legislative Action :

Senate Journal, 1849. Petition presented and referred to the committee on claims, Jan. 15, 66.

CLAIMANT,

JAMES R. CLARK.

Nature of Claim :

In relation to expenses incurred in a libel suit, occasioned by exposure of canal frauds.

Legislative Action :

Assembly Journal, 1849. Petition presented, and referred, Jan. 19, 167. Bill reported, Feb. 6, 345. Assembly Doc. vol. 2, No. 80. Bill passed.

Senate Journal, 1849. Bill received and referred to the committee on canals, March 26, 446. Favorably reported, March 28, 476. Bill passed, April 10, 662.

CLAIMANTS,
MERRITT CLARK & SON.

Nature of Claim :

Legislative Action :

Assembly Journal, 1844. Papers taken from files and referred to the committee on claims, Jan. 15, 89.

CLAIMANTS,
**MERRITT, RICHARD and AMBROSE CLARK, and
GEORGE D. WHEELER.**

Nature of Claim :

For work done on section five, of the Genesee Valley canal.

Legislative Action :

Assembly Journal, 1844. Bill introduced, Feb. 23, 345. Bill ordered to third reading, April 15, 840. Bill passed, April 17, 859.

Senate Journal, 1844. Bill received from Assembly, and referred to the committee on claims, April 17, 461. Reported for consideration of Senate, April 29, 542. Bill ordered to third reading, May 4, 633.

Assembly Journal, 1845. Papers referred to the committee on claims, Jan 15, 96. Adverse report made and laid on the table, Feb. 8, 271. Recommitted, March 31, 656. Adverse report made and agreed to, April 16, 836.

Assembly Journal, 1846. Papers referred to the committee on claims, 179, Jan. 22. Favorable report and bill introduced, Feb. 5, 288. Assem. Doc. vol. 3, No. 71. Ordered to third reading, April 2, 768. Bill passed, April 9, 857.

Senate Journal, 1846. Bill received and referred to the committee on claims, April 10, 458. Adverse report made, April 18, 499. Senate Doc. vol. 4, No. 124. Ordered to third reading May 5, 595. Bill passed May 12, 740.

CLAIMANTS,

RAY CLARK, ETHAN RAY CLARK, SAMUEL WARD CLARK.

Nature of Claim :

Legislative Action :

Assembly Journal, 1845. Petition presented and referred to the committee on canals, Feb. 10, 277. Bill introduced, April 21, 861. Bill ordered to third reading, April 24, 923. Bill passed, April 26, 948.

Senate Journal, 1845. Bill received from Assembly and referred to committee on claims, April 26, 544. Favorably reported and ordered to third reading, April 29, 555. Bill passed, May 1, 576.

CLAIMANT,

CLOGHER & JOHNSON.

Nature of Claim :

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to the committee on claims, Feb. 26, 358.

Senate Journal, 1850. Papers referred, Jan. 18, 92.

CLAIMANT,

PETER CLOGHER.

Nature of Claim :

In relation to building locks on Black River canal.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on canals, March 29, 624. Adverse report made and agreed to, April 21, 968.

Senate Journal, 1848. Petition presented and referred to the committee on claims, Feb. 3, 144. Adverse report agreed to, Feb. 4, 149.

CLAIMANT,

PETER CLOGNER.*Nature of Claim :*

In relation to damages sustained in defending a suit when acting under direction of State Engineer.

Legislative action :

Assembly Journal, 1847. Petition presented, and referred to the committee on claims, Sept. 13, 1835.

Senate Journal, 1850. Adverse report agreed to, Feb. 9, 181.

CLAIMANT,

JOHN Bt. CLUTE.*Nature of Claim :*

For an audit and allowance of his account in relation to testing the sufficiency of a certain patent lock gate.

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred Jan. 10, 67. Bill introduced and referred to the committee on claims, Jan. 11, 72. Favorable report made and bill introduced Jan. 17, 97. Report Assembly Doc., No. 18, vol. 1, Docs. of 1844. Bill ordered third reading, Jan. 23, 135. Bill passed Jan. 24, 149.

Senate Journal, 1844. Bill received from Assembly, Jan. 25, and referred to the committee on claims, 91. Reported on favorably, Jan. 26, 95. Bill ordered to a third reading, Feb. 27, 173. Bill passed, Feb. 24, 182.

See Session Laws of 1844, chapter 25, p. 27.

CLAIMANT,

CLAUDIUS C. COAN.*Nature of Claim :**Legislative Action :*

Assembly Journal, 1844. Papers taken from files and referred to the committee on grievances, Jan. 13, 84. Favorable report and bill

introduced, Jan. 26, 163. Bill ordered to third reading, March 18, 528. Bill passed March 19, 543.

Senate Journal, 1844. Bill received from Assembly, and referred to the committee on claims, March 20, 282. Adverse report made, March 21, 289.

Senate Journal, 1845. Papers referred to the committee on claims, Jan. 22, 88. Bill ordered to a third reading, March 26, 354. Bill passed, March 29, 376.

Assembly Journal, 1845. Bill received from Senate and referred to the committee on claims, March 29, 651. Favorably reported, April 2, 676. Bill ordered to a third reading, April 2, 683. Bill passed, April 4, 704.

CLAIMANTS,

JOHN J. COOK, JOSEPH COOK.

Nature of Claim :

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the Canal Commissioners, Feb. 5, 223. Report made, Feb. 28, 384. Assembly Doc., vol. 3, No. 99.

CLAIMANT,

PATRICK COONEY.

Nature of Claim :

Legislative action:

Assembly Journal, 1845. Petition presented and referred to the committee on claims, Feb. 4, 229. Favorable report made and bill introduced, Feb. 11, 285. Ordered to a third reading, April 14, 821. Bill passed, April 16, 840.

Senate Journal, 1845. Bill received from the Assembly, and referred to the committee on claims, April 16, 475. Bill rejected, May 14, 786.

Senate Journal, 1846. Papers referred to the committee on claims, Jan. 14, 86. Bill introduced, Feb. 4, 179. Report Senate Doc., vol. 2, No. 46. Ordered to third reading, March, 5, 279. Bill passed March 7, 288.

Assembly Journal, 1846. Bill favorably reported, March 10, 538. Bill ordered to a third reading, April 16, 929.

CLAIMANT,
JOSHUA COLLAR.

Nature of Claim:

In relation to a judgment obtained against him by the State, in consequence of his floating logs down Trout Creek.

Legislative Action:

Assembly Journal, 1848. Petition presented and referred to the committee on grievances, Feb. 24, 448.

CLAIMANTS.

• **CICERO COLLINS, CHARLES WOOLSTON, ERASTUS HUGHES, ASAHEL BARBER, HENRY PARDEE.**

Nature of Claim:

In relation to damages done to land by the overflow of the Erie canal at Perinton.

Legislative Action:

Assembly Journal, 1848. Bill reported and report made March 30, 972. Assembly Doc., vol. 5, No. 174. Bill passed, April 8, 1195.

Senate Journal, 1848. Bill received and referred, April 6, 565. Bill lost, April 11, 657.

Assembly Journal, 1849. Papers referred, Jan. 8, 75.

Senate Journal, 1849. Papers referred to the committee on canals, January 6, 37. Bills reported each separately, Jan. 10, 48.

Senate Journal, 1850. Petition presented, and referred to the committee on grievances, Jan. 26, 128. Bill reported, Feb. 1, 149.

CLAIMANTS,

WILLIAM COLEMAN, ABIAL WEST, JOSEPH TAYLOR.*Nature of Claim :*

In relation to damages sustained by a wrong classification of material, by the Engineer in charge of locks No. 28, and 31, and in relation to the completion of a culvert on section 53, of the Erie Canal Enlargement.

Legislative Action :

Assembly Journal, 1845. Petition presented, and referred to the committee on canals, Jan. 20, p. 119. Bill introduced, Jan. 30, p. 189. Bill ordered to a third reading, April 7, 732. Bill passed, April 16, 847.

Senate Journal, 1845. Bill received from Assembly and referred to the committee on claims, April 17, 488. Bill reported, April 22, 510. Bill ordered to a third reading, May 10, 689. Bill passed, May 12, 721.

CLAIMANT,

JOHN COPELAND,*Nature of Claim:*

In relation to raising the mud lock on the Erie Canal.

Legislative Action :

Petition presented and referred to the committee on claims, Feb. 8, 376. Bill reported, Feb. 19, 511. Assembly Doc., vol. 3, No. 105. Bill passed, April 2, 1197.

Senate Journal, 1849. Bill received, April 3, 522.

Assembly Journal, 1850. Petition presented and referred to the committee on grievances, Jan. 7, 54. Referred to the Canal Commissioners, Jan. 14, 113. Adverse report agreed to, Feb. 5, 288.

CLAIMANT,

SARAH COMBS.*Nature of Claim:*

In relation to certain lands.

Legislative Action :

Assembly Journal, 1846. Papers referred to the committee on the judiciary, Jan. 13, 106. Favorable report, and bill introduced, Jan. 15, 123.

CLAIMANT,

EDWARD CONWAY,

Nature of Claim :

In relation to work done on the Erie canal near Rochester.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on canals, April 10, 762.

CLAIMANT,

DANIEL CONYNE.

*Nature of Claim :**Legislative Action :*

Assembly Journal, 1845. Petition presented and referred, Jan. 14, p. 87. Bill introduced, Feb. 27, p. 388. Bill ordered third reading, April 29, 975. Bill passed, May 5, 1050.

Senate Journal, 1845. Bill received from Assembly, and referred to the committee on claims, May 5, 606. Bill passed, May 14, 784.

CLAIMANT,

PERRY CORNELL.

*Nature of Claim :**Legislative action :*

Assembly Journal, 1848. Papers referred to the committee on claims, Feb. 11, 357.

CLAIMANT,
F. B. COSS.

Nature of Claim :

In relation to work done on the Erie Canal Enlargement after the suspension law of 1842.

Legislative Action :

Assembly Journal, 1845. Petition presented and referred to the committee on canals, Feb. 14, p. 306.

CLAIMANT,
THOMAS COUNTRYMAN.

Nature of Claim :

In relation to canal damages.

Legislative Action :

Assembly Journal, 1850. Petition presented, and referred to the committee on claims, Jan. 24, 195.

CLAIMANT,
PHILIP CRAIN.

Nature of Claim :

In relation to building fences on the Chenango Canal.

Legislative Action :

Senate Journal, 1845. Petition presented, and referred to the committee on claims, March 3, 253. Adverse report agreed to, March 8, 281.

CLAIMANT,
JONATHAN CRAMPTON.

Nature of Claim :

Legislative Action :

Assembly Journal, 1850. Petition presented and referred to the committee on claims. Adverse report agreed to, Feb. 27, 486.

CLAIMANT,
CLARK CRANDALL.

Nature of Claim:

In relation to injuries received while in the militia, in organising the 126th regiment in 1819.

Legislative Action:

Assembly Journal, 1850. Petition presented, and referred to the committee on militia and public defence, Feb. 27, 483. Bill reported, March 16, 763. Bill passed, March 29, 1015.

Senate Journal, 1850. Bill received, and referred to the committee on claims, April 1, 546.

CLAIMANT,
HENRY CRANDALL.

Nature of Claim :

In relation to the construction of the Chemung canal.

Legislative Action :

Assembly Journal, 1848. Petition presented and referred to the committee on claims, Jan. 7, 49. Adverse report made and agreed to, Jan 22, 165.

Assembly Journal, 1849. Papers referred, Feb. 27, 603. Bill reported, March 8, 734. Assembly Doc. vol. 3, No. 152. Bill passed, April 3, 1231.

Senate Journal, 1849. Bill received and referred to the committee on claims, April 3, 538.

CLAIMANTS,
CROSSIT & WARD.

Nature of Claim :

In relation to extra allowance on section 20 of Cayuga and Seneca canal.

Legislative Action :

Senate Journal, 1849. Petition presented and referred, to the committee on canals, Feb. 7, 171. Adverse report made and agreed to, Feb. 19, 232.

CLAIMANT,

JOSEPH R. CROSS.*Nature of Claim:*

In relation to the recovery of a fugitive from justice.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on the judiciary, Sept. 13, 1833. Adverse report referred to the committee on claims, Oct. 14, 1815.

CLAIMANT,

DENNIS CROWLEY.*Nature of Claim:*

In relation to canal damages.

Legislative Action :

Assembly Journal, 1850. Petition presented, and referred to the committee on canals, Feb. 18, 1839. Adverse report made and agreed to, Feb. 26, 1862.

CLAIMANT,

OLIVER CULVER,*Nature of Claim:*

In relation to certain canal damages.

Legislative Action :

Assembly Journal, 1845. Papers referred to the committee on claims, Feb. 4, 1837. Report adverse agreed to, Feb. 21, 1851.

Assembly Journal, 1850. Petition presented and referred to the committee on canals, Jan. 18, 1843.

CLAIMANT,

WILLIAM F. DANIELS,*Nature of Claim:*

For compensation for the removal of a bridge and injury to his warehouse.

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to the committee on claims, Feb. 6, 232. Adverse report made and agreed to, Feb. 9, 261.

CLAIMANT,

JONATHAN W. DAVIS.

Nature of Claim :

In relation to an error in the sale of lands in Essex county, at the Land Office.

Legislative Action :

Assembly Journal, 1848. Petition presented and referred to the Commissioners of the Land Office, March 31, 1005.

Assembly Journal, 1849. Bill reported, Feb. 17, 497. Assembly Doc. vol. 2, No. 98.

CLAIMANT,

SOLOMON DAVIS.

Nature of Claim :

For canal damages.

Legislative Action :

Assembly Journal, 1846. Petition presented, and referred to the committee on canals, Jan. 12, 93. Adverse report made and agreed to, Feb. 5, 288.

CLAIMANTS,

JOHN DAY, and STEPHEN BUGBEE.

*Nature of Claim :**Legislative Action :*

Assembly Journal, 1845. Petition presented and referred to the committee on canals, April 25, 924.

[Senate, No. 5.] 5

CLAIMANT,
HENRY DE CLERCY,

Nature of Claim:

In relation to damages occasioned by the diversion of the waters from Hatch's lake.

Legislative Action:

Assembly Journal, 1846. Petition presented, and referred to the committee on grievances, Jan. 20, 1863. Adverse report made and agreed to, Feb. 4, 1881.

CLAIMANTS,
**JOSEPH DEMONT, ORRIN TYLER, and EDWARD
MYNDERSE,**

Nature of Claim:

Canal damages.

Legislative Action:

Assembly Journal, 1845. Petition presented, and referred to the committee on grievances, Jan. 15, p. 93. Referred to Canal Appraisers, Jan. 30, p. 190. Report made, Feb. 1, p. 208. Assembly Doc., vol. 3, No. 46. Bill introduced, Feb. 12, 292. Bill ordered to a third reading, April 7, 791. Bill passed, April 12, 863.

Senate Journal, 1845. Received from Assembly and referred to the committee on claims, April 24, 529. Favorably reported, April 29, 555. Ordered to a third reading, May 9, 675. Bill passed, May 13, 762.

CLAIMANT,
ISAAC DENNISTON.

Nature of Claim:

For services as Indian Agent.

Legislative Action:

Senate Journal, 1847. Petition presented and referred to the Comptroller, May 8, 588. Report received, May 10, 596. Senate Doc., No. 110. Bill introduced, May 10, 606. Ordered to a third reading, May 10, 609. Bill passed, May 11, 622.

CLAIMANT,
CHARLES DEWEY.

Nature of Claim:

Legislative Action :

Senate Journal, 1846. Petition presented and referred to the committee on claims, Jan. 16, 92. Adverse report made and agreed to. Senate Doc., vol. 2, 1052.

CLAIMANT,
JAMES DINGS.

Nature of Claim:

Legislative Action :

Assembly Journal, 1846. Papers referred to the committee on grievances, Feb. 20, 406. Favorable report and bill introduced, March 26, 700. Bill ordered to a third reading, April 16, 928. Bill passed, April 29, 1054.

CLAIMANT,
FREDERICK DOCKSTADER.

Nature of Claim:

In relation to interest on an award of damages.

Legislative action:

Assembly Journal, 1848. Petition presented and referred Jan. 16, 99. Adverse report made and agreed to, Jan. 23, 140.

CLAIMANT,
HORACE DODGE.

ture of Claim :

For damages sustained by the enlargement of the Erie canal.

Legislative Action :

Assembly Journal, 1846. Petition presented, and referred to the committee on claims, Jan. 12, 92.

Assembly Journal, 1847. Petition presented and referred to the committee on claims, Jan. 25, 146.

CLAIMANT,

ORRIN DODGE.

Nature of Claim :

In relation to damages sustained by the construction of the Horse-Shoe dam, on the Oswego canal.

Legislative Action :

Assembly Journal, 1849. Petition presented and referred to the committee on canals, Feb. 14, 445. Adverse report made and agreed to, March 6, 682. Assembly Doc., vol. 3, No. 147.

Assembly Journal, 1850. Petition presented, and referred to the committee on canals, Feb. 11, 328.

CLAIMANT,

A. DONALDSON, Jr.

Nature of Claim :

For services in the Adjutant General's office.

Legislative Action :

Senate Journal, 1845. Papers referred to the committee on finance, May 13, 743.

CLAIMANT,

ELIZABETH DONALDSON.

Nature of Claim :

In relation to canal damages.

Legislative Action :

Assembly Journal, 1846. Petition presented and referred to the committee on claims, Jan. 8, '74. Adverse report made and agreed to, Feb. 6, 346.

CLAIMANT,

JOHN DONNELLY.*Nature of Claim:*

In relation to the overflow of his land, in Brighton, by the Erie canal.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on canals, April 1, 670. Adverse report agreed to, April 20, 950.

Assembly Journal, 1848. Petition presented and referred to the committee on claims, Feb. 4, 280. Referred to Canal Commissioners, Feb. 29, 505. Report received, March 3, 551. Assembly Doc., vol. 3, No. 99. Bill introduced, March 4, 558. Assembly Doc., vol. 3, No. 89. Bill passed, April 8, 1198.

Senate Journal, 1848. Bill received and referred, April 6, 565. Bill passed, April 11, 652.

CLAIMANT,

ERASTUS DRESSER.*Nature of Claim:*

In relation to injuries to canal boat in lock at West Troy.

Legislative Action :

Assembly Journal, 1846. Petition presented and referred to the committee on claims, Jan. 12, 92. Adverse report laid on the table, Jan. 24, 196. Recommitted Feb. 6, 303. Adverse report made and agreed to, Feb. 20, 410.

Assembly Journal, 1847. Petition presented, and referred to the committee on claims, Jan. 12, 59. Bill introduced, April 8, 714. Assembly Doc., vol. 4, No. 136. Bill passed, April 28, 1069.

Senate Journal, 1847. Bill received and referred to the committee on claims, April 28, 478. Referred to Canal Commissioners, May 4, 519. Committee report favorably, Sept. 25, 700. Ordered a third reading, Oct. 16, 755. Bill passed, Oct. 25, 791.

CLAIMANT,
URIAH DRIGGS.

Nature of Claim :

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to the committee on claims, Feb. 2, 205. Favorable report, and bill introduced, Feb. 6, 235.

CLAIMANT,
THOMAS DUEB.

Nature of Claim :

For repayment of monies expended by him during the war of 1814.

Legislative Action :

Assembly Journal, 1845. Petition presented and referred to the committee on militia, March 17, 529.

CLAIMANT,
CYRUS DURHAM.

Nature of Claim :

In relation to the payment of an award.

Legislative Action :

Senate Journal, 1849. Petition presented, and referred to the committee on canals, Jan. 24, 108.

Senate Journal, 1850. Papers referred to the committee on claims, Jan. 10, 56. Adverse report agreed to, March 25, 455.

CLAIMANT,

PHILANDER DURHAM.

Nature of Claim :

In relation to the requisition against Nathaniel P. Lee.

Legislative Action :

Assembly Journal, 1846. Petition presented, and referred to the committee on claims, Jan. 20, 161. Referred to the Comptroller, Jan. 27, 216. Report received, Feb. 9, 322. Assembly Doc., vol. 3, 82. Adverse report made and agreed to, Feb. 20, 410.

CLAIMANT,

STEPHEN A. DYGERT.

Nature of Claim :

In relation to construction of Erie canal.

Legislative Action :

Senate Journal, 1850. Petition presented, and referred to the committee on claims, Feb. 28, 267. Adverse report agreed to, March 25, 455.

CLAIMANT,

WARNER DYGERT.

Nature of Claim :

Legislative Action :

Assembly Journal, 1846. Papers referred to the committee on claims, March 10, 551.

Assembly Journal, 1847. Papers referred to the committee on claims, Feb. 3, 213. Referred to Canal Board, Feb. 19, 331.

CLAIMANT,

ELIJAH EATON.

Nature of Claim :

In respect to monies paid for land purchased of the State.

Senate Journal, 1847. Petition presented, and referred to the committee on claims, Jan. 30, 91. Referred to Commissioners of Land Office, Feb. 19, 153. Report received, March 10, 212. Senate Doc., vol. 2, No. 54. Adverse report laid on table, March 30, 297.

CLAIMANT,

HARRIET EDDY, Administrator of Oth Eddy.

Nature of Claim:

For damages arising on a contract for building aqueduct across Schoharie creek.

Legislative Action:

Senate Journal, 1844. Petition presented, January 15, 61. Same day referred to the committee on claims. Papers sent to Canal Board for their opinion, Jan. 24, 87. Canal Board reported adverse. Report laid on the table, Feb. 3, 117. Report printed. Senate Doc. vol. 1, No. 43. Papers again referred to the committee on claims, March 15, 258. Adverse report made by majority, March 26, 318. Report of minority printed. Senate Doc. vol. 3, No. 109. Resolution of instruction to bring in a bill, rejected May 3, 601.

CLAIMANT,

TIMOTHY EDDY.

Nature of Claim:

For relief for damages by reason of the dam and feeder at Fort Edward.

Legislative Action:

Senate Journal, 1844. Petition presented January 25, 89. Same day referred to the committee on claims. Referred to Canal Commissioners for information and opinion, Jan. 26, 97. Canal Commissioners' report of facts made, Feb. 6, 127. Report ordered printed. Senate Doc., 1844, vol. 1, No. 48. Bill introduced Feb. 14, 147. Report printed. Senate Doc. 1844, vol. 2, No. 56.

Bill ordered to third reading, April 24, 509. Bill passed, April 25, 523.

Assembly Journal, 1844. Bill received, and referred to the committee on claims, April 26, 957. Bill ordered to a third reading April 30, 990. Bill passed, May 3, 1064.

Senate Journal, 1845. Bill introduced, Jan. 31, 121. Senate Doc. vol. 1, No. 47.

Senate Journal, 1845. Bill introduced by consent and referred to finance committee, Jan. 31, 121. Canal Board report, Feb. 13, 183. Senate Doc. vol. 1, No. 34. Bill passed, March 8, 235.

Assembly Journal, 1845. Bill reported favorably, March 22, 588. Bill passed, March 22, 612.

CLAIMANT,

MARY E. EDWARDS.

Nature of Claim:

In relation to a deficiency in a lot of land.

Legislative Action:

Assembly Journal, 1848. Petition presented, and referred to the committee on public lands, Jan. 8, 54. Referred to the Commissioners of the Land Office, March 15, 719. State Engineer's report, March 27, 917. Assembly Doc. vol. 5, No. 170.

CLAIMANT,

SILAS EGGLESTON.

Nature of Claim:

In relation to damages on the Crooked Lake canal.

Legislative Action:

Assembly Journal, 1845. Petition presented, and referred to the committee on canals, March 15, 519.

Assembly Journal, 1846. Petition presented, and referred to the Canal Board, to make a general report, Feb. 14, 379. Referred to the committee on ways and means, March 21, 648.

CLAIMANT,
CHARLES EHLE.

Nature of Claim :

In relation to damages occasioned by the overflowing of the Erie canal.

Legislative Action :

Senate Journal, 1847. Petition presented, and referred to the committee on claims, Jan. 30, 91. Adverse report made and agreed to, March 16, 234. Senate Doc. vol. 2, No. 73. Reconsidered and referred to Canal Commissioners, March 31, 303. Report received, April 2, 314. Senate Doc. vol. 2, No. 67. Adverse report agreed to, May, 11, 611.

Assembly Journal, 1848. Petition presented and referred, March 9, 626.

Assembly Journal, 1849. Petition presented and referred Feb. 7, 362. Bill reported March 16, 879. Bill passed April 3, 1222.

Senate Journal, 1849. Bill received and referred to the committee on claims, April 3, 529.

Senate Journal, 1850. Petition presented, and referred to the committee on claims, Jan. 15, 70. Bill reported, Jan. 19, 95. Finance committee report as to fund, February 4, 155. Senate Doc. No. 42. Resolution of finance committee, March 5, 305. Bill passed, March 23, 444.

Assembly Journal, 1850. Bill received, and referred to the committee on claims, March 25, 872. Bill passed March 30, 1043.

CLAIMANT,
PATRICK EHRE.

Nature of Claim :

For the loss of an eye while employed in the service of the State.

Legislative Action :

Assembly Journal, 1849. Petition presented, and referred to the committee on grievances, Feb. 28, 613. Adverse report made and agreed to, April 7, 1413.

CLAIMANT,
BARZILIA ELLIS.

Nature of Claim:

To be paid a sum of money which he had been compelled to pay to perfect a title to lands purchased by him of the State Loan Commissioners.

Legislative Action:

Assembly Journal, 1850. Petition presented and referred to the committee on claims, March 8, 634.

CLAIMANT,
JOHN ELLIS.

Nature of Claim:

Damages arising under a canal contract on section 25 of the Erie Canal Enlargement.

Legislative Action:

Assembly Journal, 1846. Petition presented, and referred to the committee on claims, Jan. 16, 135.

Assembly Journal, 1847. Papers referred to the committee on canals, Jan. 13, 72. Bill introduced, Feb. 9, 251. Assembly Doc. vol. 2, No. 53. Bill passed, April 30, 1130.

Senate Journal, 1847. Bill received, and referred to the committee on claims, April 30, 497. Ordered to a third reading, May 6, 544. Bill passed, May 6, 549.

CLAIMANTS,
**S. S. ELLSWORTH, JAMES ROBINSON, HIRAM
CHAPMAN.**

Nature of Claim:

Legislative Action:

Assembly Journal, 1844. Papers taken from files and referred to the committee on claims, Feb. 3, p. 220.

Assembly Journal, 1845. Papers referred to the committee on claims, Jan. 16, p. 101. Bill introduced, Jan. 28, p. 169. Ordered to a third reading, March 27, 669. Bill passed, April 1, 662.

Senate Journal, 1845. Bill received from the Assembly and referred to the committee on claims, April 3, 395. Favorably reported, April 4, 403. Bill ordered to a third reading, May 3, 583

CLAIMANT,
HERVEY ELY.

Nature of Claim :

For relief for damages sustained by the removal of a private bridge across the Erie Canal,

Legislative Action :

Petition presented and referred to Canal Board, for opinion, Feb. 2, 1844 Senate Journal, 1844. Canal Board reported, Feb. 19, 1844. Senate Journal, 1844, page 164. Senate Doc., vol. 2. No. 65.

CLAIMANT,
JOHN ENDERS.

Nature of Claim :

In relation to the destruction of the Fort Hunter bridge, across Schoharie creek.

Legislative Action :

Assembly Journal, 1849. Petition presented, and referred Jan. 30, 267.

CLAIMANT,
SARAH L. ENDICOTT.

Nature of Claim :

For compensation for work done by her husband, on the Natural History of this State.

Legislative Action :

Assembly Journal, 1849. Petition presented and referred.

CLAIMANT,
FRANCIS ENGLISHMERE.

Nature of Claim :

To be confirmed in his title to certain escheated lands.

Legislative Action :

Assembly Journal, 1846. Petition presented and referred to the committee on aliens, Feb. 5, 285. Bill introduced, March 23, 661. Ordered to a third reading, April 1, 758. Bill passed, April 9, 856.

Senate Journal, 1846. Bill received from Assembly, and referred to the committee on grievances, April 10, 458. Reported for the consideration of the Senate, May 1, 561. Bill passed, May 8, 653.

Assembly Journal, 1847. Petition presented, and referred to the committee on the judiciary, Sept. 23, 1498. Bill introduced, Oct. 11, 1593. Bill passed, Nov. 13, 1822.

Senate Journal, 1847. Bill received, and ordered to a third reading, Nov. 13, 862. Bill passed, Nov. 19, 869.

CLAIMANT,
BERNHARD ESCH.

Nature of Claim :

For the payment of damages done to his land and crops by being flooded from the Erie canal.

Legislative Action :

Petition presented, Jan. 13, 1844. Senate Journal, 1844, page 58. Same day referred to the committee on claims. Referred to the judiciary committee, March 8, 1844. Senate Journal, 224.

CLAIMANT,
JOHN G. EVANS.

Nature of Claim :

In relation to overflow of his land by the Erie canal.

Legislative Action:

Senate Journal, 1849. Petition presented, and referred to the committee on canals, March 1, 281. Bill reported, March 6, 310. Bill rejected, April 5, 574.

Assembly Journal, 1850. Papers referred to the committee on claims, Feb. 19, 222.

CLAIMANTS.

ELIHU EWERS, E. C. COOK.

Nature of Claim:

For damages incurred in consequence of the construction of the Genesee Valley Canal.

Legislative Action:

Petition presented and referred to the committee on claims. Committee on claims made adverse report, laid on the table, March 11, 1844. Senate Journal, 233.

CLAIMANT,

MICHAEL FALLEN.

Nature of Claim:

In relation to damages sustained by the falling of a canal bridge.

Legislative Action:

Assembly Journal, 1847. Petition presented, and referred to the committee on canals, Oct. 22, 1686. Committee discharged Nov. 13, 1814.

Senate Journal, 1848. Petition presented, and referred to the committee on claims, Jan. 31, 130. Adverse report agreed to, Feb. 29, 236.

CLAIMANT,

JAMES FARQUHARSON.

Nature of Claim:

In relation to damages resulting from the construction of sections one and two on the Jordan level, of the Erie canal.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on claims, Jan. 30, 179,

Assembly Journal, 1848. Petition presented, and referred to the committee on grievances, March 16, 725.

CLAIMANT,

JACOB C. FERGUSON.

Nature of Claim :

In relation to the collection of militia fines.

Legislative Action :

Senate Journal, 1845. Petition presented, and referred to the committee on the militia and public defence, Feb. 19, 207. Adverse report made and agreed to, Feb. 24, 223.

CLAIMANT,

JAMES G. FERGUSON.

*Nature of Claim :**Legislative Action :*

Assembly Journal, 1846. Petition presented, and referred to the committee on claims, Feb. 25, 441.

CLAIMANTS,

ROBERT FERRO, JACOB C. ANTHONY.

Nature of Claim :

In relation to constructing Becker's lock on the Champlain canal.

Legislative Action :

Assembly Journal, 1844. Testimony received by resolution from Canal Board, April 8, 777.

Assembly Journal, 1850. Petition presented and referred to the committee on canals, Jan. 23, 187. Referred to Canal Board, Jan

23, 192. Report made, Jan. 26, 217. Bill reported, Feb. 2, 263. Bill passed, March 15, 734.

Senate Journal, 1850. Bill received and referred to the committee on the judiciary, March 15, 379. Reported favorably, March 22, 431. Bill passed, April 5, 637.

CLAIMANT,

TIMOTHY N. FERRALL.

Nature of Claim :

In relation to work done on the Erie canal enlargement.

Legislative Action :

Assembly Journal, 1848. Petition presented, and referred to the committee on claims, Jan. 17, 116. Referred to the Canal Commissioners, Feb. 24, 449.

CLAIMANTS,

JOHN FERRIS, THOMAS MARVIN, CHARLES A. HOPPER.

Nature of Claim :

In relation to compensation for horses lost in the service of the State, in Delaware county, March, 1846.

Legislative Action :

Senate Journal, 1846. Petition presented, and referred to the committee on public expenditures, March 2, 263. Bill introduced, March 7, 285. Reported favorably. Bill passed May, 2, 583.

Assembly Journal, 1846. Bill received from Senate and referred to the committee on claims, May 2, 1094. Adverse report made, May 9, 1215. Reported favorably, April 14, 474.

Assembly Journal, 1847. Papers referred to the committee on grievances, Feb. 1, 110. Referred to the committee on public expenditures, Feb. 9, 117. Bill reported, March 22, 269. Ordered to a third reading, April 9, 346. Bill passed, April 10, 351.

Assembly Journal, 1847. Bill received and referred to the committee on ways and means, April 10, 765. Reported adverse, April 14, 799.

Assembly Journal, 1848. Papers referred to the committee on claims, Feb. 19, 416. Committee discharged, March 24, 840.

Assembly Journal, 1849. Papers referred, Jan. 6, 61. Bill reported, Jan. 29, 260. Assembly Doc. vol 2, No. 57. Bill passed, (for Ferris alone,) Feb. 27, 602.

Senate Journal, 1849. Bill received and referred to the committee on claims, Feb. 27, 277. Bill passed, March 3, 302.

CLAIMANTS,

ALFRED FISHER, BENJAMIN TINNEY.

Nature of Claim :

In relation to loss of canal boat Java.

Legislative Action:

Senate Journal, 1844. Papers referred to the committee on claims, Jan. 20, 77. Adverse report made and laid on table, Feb. 3 116. Report ordered printed. Senate Documents, vol. 1, Doc. 41.

Assembly Journal, 1847. Adverse report made and agreed to, Nov. 15, 1832.

CLAIMANT,

WILLIAM FISHER.

Nature of Claim :

For interest on canal damages awarded in 1848.

Legislative Action:

Senate Journal, 1850. Petition presented and referred to the committee on claims, Jan. 29, 136. Adverse report made and agreed to, Feb. 6, 168.

CLAIMANTS,

PATRICK FITZSIMMONS, JAMES BRADY.

Nature of Claim :

For compensation for work done on Sections 8 and 9 of the Erie canal enlargement.

Legislative Action:

Assembly Journal, 1844. Papers taken from files and referred to the committee on claims, Jan. 11, 73.

Assembly Journal, 1845. Papers referred, Jan. 22, 122. Bill introduced Feb. 4, 232. Assembly Doc., vol. 3, No. 56. Ordered to third reading, April 12, 801. Bill rejected, May 5, 1041. House refused to reconsider, May 12, 1248.

Assembly Journal, 1846. Petition presented and referred to the committee on claims, Jan 12, 92. Favorable report and bill introduced, Jan. 16, 139, Assembly Doc., vol. 1, No. 29. Bill ordered to a third reading, March 5, 492. Bill passed, March 7, 522.

Senate Journal, 1846. Bill received from Assembly and referred to the committee on claims, March 7, 289. Adverse report made, March 18, 336. Ordered to third reading, May 5, 608. Bill rejected, and Senate refused to reconsider, May 8, 649, 650.

Assembly Journal, 1847. Petition presented and referred to the committee on claims, Jan. 14, 83. Bill introduced, Jan. 19, 115. Assembly Doc., vol. 1, No. 23. Bill passed, April 2, 687:

Senate Journal, 1847. Bill received and referred to the committee on claims, April 2, 314. Reported for consideration of Senate, April 24, 436. Bill ordered to a third reading, May 4, 520. Bill passed, May 10, 598.

Senate Journal, 1850. Petition presented and referred to the committee on claims, Jan. 15, 70. Majority adverse report laid on table, March 6, 309. Senate Doc. No. 77.

CLAIMANT,
FLORIDA BRIDGE COMPANY.

Nature of Claim :

In relation to a dam erected by Canal Commissioners.

Legislative Action :

Assembly Journal, 1846. Report from Canal Board on petition received, March 7, 513. Assembly Doc., vol. 4, No. 127.

Senate Journal, 1848. Petition presented, and referred to the committee on claims, Feb. 18, 202. Sent to the committee on canals, Feb. 19, 205.

Senate Journal, 1850. Petition presented, and referred to the committee on claims, Jan. 5, 36. Bill reported by a majority, Jan. 25, 122.

CLAIMANT,
WILLIAM FLOYD.

Nature of Claim :

Relative to damages done his lands by Black River canal.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the committee on claims, March 18, 530.

CLAIMANT,
JOHN E. FOLEY.

Nature of Claim :

In relation to loss incurred by purchasing lands under the direction of the Comptroller.

Legislative Action :

Assembly Journal, 1845. Petition presented, and referred to the committee on public lands, March 5, 439. Favorable report, and bill introduced, March 28, 632. Ordered to third reading, April 29, 971. Bill passed, May 5, 1050.

Senate Journal. Bill received from Assembly, and referred to the committee on banks, May 5, 602. Favorable report, and bill ordered to a third reading, May 6, 610.

CLAIMANTS,

GEORGE FOLLEY, GEORGE SALMON, JOHN E. DUTTON, CHARLES G. CASE.

Nature of Claim :

For restoration of lands taken for use of State.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on claims, Jan. 11, 51. Bill introduced, Feb. 19, 329. Assembly Doc., vol. 2, No. 72.

CLAIMANT,

JAMES FOLTS.

Nature of Claim :

In relation to the destruction of a farm bridge over the Erie canal at Frankfort.

Legislative Action :

Assembly Journal, 1848. Papers referred to the Canal Board, March 15, 719.

Assembly Journal, 1849. Bill reported, Feb. 23, 556. Assembly Doc., vol. 3, No. 119. Bill passed, March 31, 1178.

Senate Journal, 1849. Bill received, and referred to the committee on claims, April 2, 513.

Senate Journal, 1850. Papers referred to the committee on claims, Jan. 18, 91. Bill reported, Feb. 9, 180. Bill passed, April 9, 712.

CLAIMANT,
HEIRS OF JOHN FORT.

• *Nature of Claim :*

In relation to canal damages.

Legislative Action :

Assembly Journal, 1850. Petition presented, and referred to the committee on claims, Jan. 4, 1850. Bill introduced, Jan. 19, 1852. Referred to the Canal Board, Feb. 11, 334. Bill passed, March 14, 711.

Senate Journal, 1850. Bill received, and referred to the committee on claims, March 15, 373. Reported adverse, March 25, 455.

CLAIMANTS,

Purchasers of Old Fortification Block No. 2, West Oswego.

Nature of Claim :

To be released from liability.

Legislative Action :

Assembly Journal, 1844. Bill introduced, Feb. 2, 207. Report of Commissioners of Land Office. Assembly Doc. vol. 5, No. 111. Bill ordered to a third reading, April 8, 776. Bill passed, April 9, 782.

Senate Journal, 1844. Bill received from the Assembly, and referred to the committee on claims, April 10, 423. Reported on favorably, and ordered to a third reading, April 12, 430. Bill laid on the table, May 3, 614. Called up, amended, and passed May 6, 669.

CLAIMANTS,

JOHN O. FOSTER AND JULIUS C. FRAZEE.

Nature of Claim :

In relation to money due them on their contracts on the Erie canal enlargement.

Legislative Action :

Assembly Journal, 1845. Petition presented and referred to the committee on canals, Feb. 20, 341.

Senate Journal, 1845. Petition presented, and referred to the committee on claims, March 6, 270. Bill reported for consideration of Senate, March 22, 340. Senate Doc. vol. 2, No. 77. A. Foster's memorial presented, April 15, 465. Senate Doc. vol. 3, No. 90.

Assembly Journal, 1846. Petition referred to the committee on claims, Jan. 13, 106. Favorable report and bill introduced, Jan 16, 138. Assembly Doc. No. 20, vol. 1. Bill ordered to a third reading, March 5, 491. Bill passed, March 7, 521.

Senate Journal, 1846. Bill received from Assembly, and referred to the committee on claims, March 7, 289. Reported, March 12, 312. Bill ordered to a third reading, April 16, 490. Bill passed April 23, 539.

Senate Journal, 1847. Petition presented, and referred to the committee on claims, March 20, 260. Referred to Canal Commissioners, March 23, 272. Report received, March 26, 288. Senate Doc. vol. 2, No. 74. Bill introduced, May 3, 505. Ordered to a third reading, May 10, 594. Bill passed, May 10, 600.

Assembly Journal, 1847. Bill received and referred to the committee on claims, May 10, 1306. Bill passed, May 12, 1390.

CLAIMANT,

JONATHAN FOWLER.

Nature of Claim :

For revolutionary services.

Legislative Action :

Assembly Journal, 1845. Petition presented, and referred to the Secretary of State, March 13, 499.

CLAIMANT,

JUSTUS FOX.

Nature of Claim :

In relation to damages done to a canal boat in the High Dam lock on the Oswego canal.

Legislative Action :

Assembly Journal, 1844. Papers taken from files and referred to the committee on claims, Jan. 8, 57. Favorable report and bill introduced, Feb. 6, 234. Bill ordered to a third reading, March 18, 528. Bill passed, March 19, 544.

Senate Journal, 1844. Bill received from Assembly and referred to the committee on claims, March 20, 282. Favorable report made, March 21, 289.

CLAIMANT,

MICHAEL FRANCISCO.

Nature of Claim :

For services rendered during the Revolutionary war, under act of March 3, 1782, relative to raising troops.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the committee on claims, Jan. 9, 59.

Assembly Journal, 1845. Petition presented, and referred to the committee on the militia and public defence, Jan. 16, 99. Bill introduced, Jan. 28, 170. Assembly Doc. vol. 3, No. 40. Bill ordered to a third reading, March 27, 629. Bill passed, March 28, 641.

Senate Journal, 1845. Bill received from Assembly, and referred to the committee on claims, March 28, 369. Adverse report made, April 10, 435. Bill passed, May 14, 772.

CLAIMANT,

JACOB FRAZEE.

Nature of Claim :

In relation to damages done by a breach in the canal.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on claims, Jan. 13, 71.

CLAIMANTS,
HEIRS of WILLIAM GALL.

Nature of Claim :
Revolutionary services.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on public lands, Jan. 14, 83. Bill reported, April 6, 726.

Assembly Journal, 1848. Papers referred to the committee on claims, Jan. 11, 63.

Assembly Journal, 1849. Papers referred to the committee on claims, Jan. 4, 43. Bill reported Jan. 18, 160. Assembly Doc. vol. 1, No. 26. Enacting clause stricken out, Feb. 10, 416.

CLAIMANT,
GEORGE GARDNER.

Nature of Claim :
In relation to damages sustained by the construction of the Che-
mung canal.

Legislative action:

Assembly Journal, 1845. Petition presented and referred to the committee on claims, Jan. 14, p. 90. Bill reported, Feb. 7, p. 231.

Senate Journal, 1846. Petition and papers referred to the committee on claims, March 3, 268.

Senate Journal, 1847. Papers referred to the committee on claims, Jan. 23, 70. Adverse report laid on the table, Feb. 8, 113. Senate Doc., vol. 1, No. 33. Recommitted to the committee on claims, March 20, 262. Bill ordered to a third reading, Oct. 20, 757. Bill passed, Oct. 25, 795.

Assembly Journal, 1847. Bill received and referred to the committee on claims. Favorably reported, Oct. 26, 1727. Bill passed, Nov. 19, 1894.

CLAIMANTS,
GEORGE GARDNER.

Nature of Claim:
For relief in relation to canal damages.

Legislative Action :

Assembly Journal, 1844. Papers taken from files and referred to the committee on claims, Jan. 11, p. 72. Favorable report made, bill introduced, Feb. 8, p. 252. Bill ordered to a third reading, March 18, p. 528. Bill passed, April 29, p. 980.

Senate Journal, 1844. Bill received from the Assembly, and referred to the committee on claims, April 29, p. 571. Adverse report made and laid on the table, May 4, p. 621.

Assembly Journal, 1845. Papers referred, Jan. 14, p. 90. Bill ordered to a third reading, April 14, 822. Bill passed, April 25, 934.

Senate Journal, 1845. Bill received from Assembly, and referred to the committee on claims, April 26, 544. Adverse report made, May 6, 609.

CLAIMANTS,

**TITUS FELIX GARZINSKI, CHARLES KEARSING,
CLAUDIUS R. DURAND.**

Nature of Claim :

In relation to expenses incurred in raising a company in the First Regiment of New-York State Volunteers.

Legislative Action :

Assembly Journal, 1848. Petition presented and referred to the committee on militia, Feb. 8, 309. Referred to the Adjutant General, Feb. 19, 411. Report made, March 30, 984. Assembly Doc., vol. 5, No. 177. Committee reported favorably, and bill introduced March 31, 1000. Assembly Doc., vol. 5, No. 148.

Assembly Journal, 1849. Papers referred, Feb. 20, 532. Adverse report made and agreed to, Feb. 26, 581.

Assembly Journal, 1850. Papers referred to the committee on militia, Feb. 13, 357. Bill reported, Feb. 27, 486. Bill passed, March 19, 796.

Senate Journal, 1850. Bill received and referred to the committee on militia, March 20, 410. Bill passed, April 4, 598.

CLAIMANTS,

WILLIAM GATES, ANTHONY S. BADGLEY, ANDREW BIGHAM.

Nature of Claim :

In relation to work done on Section 20, of Erie Canal Enlargement.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the committee on claims, Jan. 31, p. 185. Adverse report made and agreed to, Feb. 16, p. 299.

CLAIMANTS,

DAVID GEER, SAMUEL P. GEER.

Nature of Claim :

In relation to damages done to their lock factory in the city of Syracuse.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on claims, Jan. 21, 124. Bill introduced, Jan. 25, 147. Bill passed, April 15, 819.

Senate Journal, 1847. Bill received from Assembly, and referred to the committee on claims, April 15, 374. Referred to the Canal Commissioners, April 20, 400. Report received, April 28, 475. Senate Doc., vol. 3, No. 96. Committee made adverse report, May 11, 610. Recommitted to the committee on claims, Nov. 27, 900. Ordered to a third reading, Dec. 7, 941. Bill lost, Dec. 11, 978. Reconsidered, Dec. 13, 986. Bill passed, Dec. 14, 1005.

CLAIMANTS,

PETER GEER, PHILO C. WEAVER.

Nature of Claim :

For relief arising out of contracts on the building of canal bridges on the Erie enlargement.

Legislative Action :

Assembly Journal, 1844. [Petition presented, and referred to Canal Board, Jan. 8, p. 52. Canal Board report, Jan. 19, p. 110

Assembly Doc., vol. 1, No. 23. Bill introduced, March 8, p. 440. Assembly Doc., vol. 5, Nos. 116, 118. Bill ordered third reading, April 15, 841. Bill passed, April 17, 860.

Senate Journal, 1844. Bill received from Assembly and referred to the committee on claims, April 18, 461. Sent to committee on canals, April 19, 467. Favorable report made, April 24, 506. Bill ordered to third reading, April 24, 513. Bill ordered to third reading, April 27, 538. Bill passed, April 30, 578.

Assembly Journal, 1845. Petition presented and referred to the committee on claims, Jan. 21, 125. Bill introduced Jan. 24, 145. Bill ordered to third reading, March 24, 596. Bill passed, March 28, 645.

Senate Journal, 1845. Bill received from Assembly, referred to the committee on claims, April 3, 395. Bill ordered to third reading, May 1, 577. Bill passed, May 7, 631.

CLAIMANT,

WILLIAM L. GEER.

Nature of Claim :

In relation to damages occasioned by the construction of the Erie canal.

Legislative Action :

Assembly Journal, 1849. Petition presented, and referred to the committee on claims, Jan. 3, 24. Adverse report made and agreed to, Feb. 15, 212.

Senate Journal, 1850. Papers referred to the committee on claims, Jan. 11, 59. Adverse report agreed to, March 25, 455.

CLAIMANT,

SAMUEL F. GILSON.

Nature of Claim :

On account of canal damages.

Legislative Action :

Assembly Journal, 1845. Petition presented and referred to the committee on claims, March 25, 598.

CLAIMANTS,

ASSIGNEES of GERE, KASSON & BREED.

Nature of Claim :

In relation to the building of bridges over the canal.

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to the Canal Board, Jan. 29, 113. Report made, Feb. 8, 239. Assembly Doc. 1844, vol. 3, No. 58. Bill introduced March 8, 440. Bill ordered to third reading, April 22, 917. Bill passed, April 29, 966.

Senate Journal, 1844. Bill received from Assembly and referred to the committee on canals, April 29, 571. Reported favorably, and ordered to third reading, May 1, 581. Canal Board report thereon, May 3, 605. Senate Doc., vol. 4, No. 133.

Assembly Journal, 1845. Papers referred to the committee on canals, March 11, 482.

CLAIMANT,

JOHN GIBSON.

Nature of Claim :

In consequence of damages incurred by the State dam being built over his land.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on canals, April 24, 1005. Sent to Canal Board, May 12, 1342. Report made, Sept. 20, 1468. Assembly Doc., vol. 7, No. 195.

CLAIMANT,

JASPER W. GILBERT.*Nature of Claim :*

For relief from mortgage held by the State against him.

Legislative Action :

Senate Journal, 1844. Petition presented and referred to the Attorney General for opinion, Jan. 30, 106. Attorney General's report made and referred to the finance committee, Feb. 2, 114. Report ordered printed. Senate Doc. vol. 2, No. 40. Referred to the finance committee, Feb. 8, 133. Adverse report agreed to, Feb. 24, 177. Report ordered printed. Senate Doc. vol. 2, No. 71.

CLAIMANT,

THOMAS J. GILBERT.*Nature of Claim :*

In relation to canal damages.

Legislative Action :

Senate Journal, 1845. Papers referred to the committee on claims, Jan. 23, 90. Adverse report laid on table, March 15, 313. Senate Doc. vol. 2, No. 64. Bill brought in by consent, April 9, 432. Ordered to third reading, May 2, 580. Bill passed, May 8, 647.

Assembly Journal, 1845. Bill received from Senate and referred to the committee on claims, May 8, 1140. Ordered to third reading, May 12, 1200. Bill passed, May 12, 1259.

CLAIMANTS,

HEIRS of ELIZABETH GILCHRIST.*Nature of Claim :*

In relation to certain lands in Totten and Crossfield's purchase.

Legislative Action :

Senate Journal, 1848. Bill introduced on leave, Feb. 18, 203. Comptroller's report received, Feb. 21, 213.

Assembly Journal, 1848. Bill received and referred to the committee on ways and means, March 17, 767. Reported favorably, March 21, 796. Bill passed, April 6, 1140-1143.

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CLAIMANT,
WILLIAM GILLILAND.

Nature of Claim :

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to the committee on claims, Jan. 24, 138. Adverse report made. Feb. 12, 272.

CLAIMANT,
ZACHEUS P. GILLET.

Nature of Claim :

For relief in consequence of the failure of the title to a lot of land.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the committee on grievances, Jan. 11, 71. Adverse report agreed to, May 6, 1091.

Assembly Journal, 1845. Petition presented, and referred to the committee on grievances, Feb. 5, 244. Adverse report made and agreed to, March 21, 563.

Assembly Journal, 1846. Petition presented, and referred to the committee on claims, Jan. 20, 163. Papers referred to Commissioners of Land Office, March 11, 558.

Assembly Journal, 1847. Report of the Commissioners of the Land Office, made Jan. 14, 86. Assembly Doc., vol. 1, No. 22.

Assembly Journal, 1849. Petition presented, and referred, Jan. 27, 251. Bill reported Feb. 9, 389. Bill passed March 22, 970. Assembly Doc. No. 91.

Senate Journal, 1849. Bill received and referred, March 22, 421. Bill passed, April 4, 544.

CLAIMANT,
ELIAS P. GILMAN.

Nature of Claim :

For compensation for damages sustained relative to a road from Johnsburgh to the State road in Hamilton county.

Legislative Action :

Senate Journal, 1844. Petition presented and referred to the committee on claims, Jan. 29, 102. Adverse report made and agreed to, March 7, 216.

Assembly Journal, 1844. Petition presented and referred to the committee on claims, April 20, 897. Favorable report made and bill introduced, April 23, 924. Sent back to the committee on claims, April 26, 948. Assembly refused to order bill to a third reading, April 30, 939.

CLAIMANT,
ELIAL GOING.

Nature of Claim :

In relation to damages incurred by the alteration of the channel of Olean creek for canal purposes.

Legislative Action :

Assembly Journal, 1848. Petition presented and referred to the committee on claims, Feb. 28, 484. Adverse report made and agreed to, March 18, 773.

CLAIMANT,
LYMAN GRANDY.

Nature of Claim :

In relation to a deficiency in land purchased from the State.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the

committee on public lands, Jan. 21, 125. Bill introduced, Jan. 25, 150. Bill passed, Sept. 20, 1470.

Senate Journal, 1847. Bill received and referred to the committee on claims, Sept. 21, 680. Reported favorably, and indefinitely postponed, Sept. 23, 689.

CLAIMANTS,

WARREN GRANGER, TIMOTHY C. DWIGHT, and others.

Nature of Claim:

In relation to the overflow of land on the Scajaquady creek.

Legislative action:

Assembly Journal, 1845. Report of Canal Commissioners on petition, Jan. 25, 153. Assembly Doc. vol. 1, No. 27.

Assembly Journal, 1846. Papers referred to the committee on canals, Jan. 12, 96.

CLAIMANTS,

**ELIZABETH S. GRANGER. WARREN GRANGER,
JAMES N. GRANGER.**

Nature of Claim:

In relation to damages caused by the Black Rock dam.

Legislative Action:

Assembly Journal, 1849. Petition presented, and referred to the committee on canals, Feb. 13, 426. Bill introduced March 28, 1063.

Senate Journal, 1850. Papers referred to the committee on canals, Jan. 15, 74. Referred to Canal Board, March 19, 402. Report received, March 30, 532. Senate Doc. No. 101.

CLAIMANTS,

OSCAR GRANGER & WALTER S. TODD.*Nature of Claim :*

In relation to work done on the Genesee Valley canal.

Legislative Action :

Assembly Journal, 1848. Bill introduced, March 13, 675. Assembly Doc. vol. 4, No. 127. Ordered third reading, March 29, 903. Bill lost, April 6, 1139. Reconsidered and passed, April 8, 1209.

Senate Journal, 1848. Bill received and referred, April 6, 564. Bill passed, April 11, 631.

Assembly Journal, 1849. Petition presented and referred, Feb. 15, 467. Bill reported, Feb. 17, 496. Bill passed, March 21, 950.

Senate Journal, 1850. Petition presented, and referred to the committee on grievances, Feb. 1, 148. Bill reported, March 2, 282. Senate Doc. No. 73. Bill passed, April 3, 566.

Assembly Journal, 1850. Bill received and ordered third reading, April 6, 1204.

CLAIMANT,

WILLIAM H. GRANT.*Nature of Claim :*

For extra compensation as clerk in the office of the Adjutant General.

Legislative Action :

Senate Journal, 1845. Petition presented and referred, to the committee on finance, May 5, 588.

CLAIMANTS,

GRANT, TURNER and RYAN.*Nature of Claim:*

In relation to a canal contract.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the committee on claims, Feb. 1, p. 198. Sent to Canal Commissioners, March 23, p. 592. Report received, March 30, p. 189.

Assembly Journal, 1846. Petition presented, and referred to the committee on claims, Jan. 17, 144. Adverse report made and agreed to, Feb. 17, 386.

Assembly Journal, 1847. Petition presented and referred to the committee on claims, Jan. 10, 67. Committee discharged, Jan. 13, 89. Again referred at extra session, Sept. 20, 1473.

Assembly Journal, 1848. Papers referred to the committee on claims, Jan. 10, 67. Adverse report agreed to, Feb. 4, 284.

Assembly Journal, 1849. Papers referred, Jan. 10, 90. Adverse report made and agreed to, Jan. 22, 192.

Assembly Journal, 1850. Papers referred to the committee on canals, Jan. 12, 108.

CLAIMANT,

FREDERICK GREENE.*Nature of Claim:*

In relation to damages sustained by the flowing and washing away of his land, caused by the dam across Catharine Creek.

Legislative Action :

Assembly Journal, 1847. Bill introduced. Assembly Doc., No. 108, vol. 4, March 29, 626. Bill passed, May 4, 1193.

Senate Journal, 1847. Bill received and referred to the committee on claims, May 5, 533. Adverse report, May 8, 578.

Senate Journal, 1848. Bill received, and referred, April 16, 587. Adverse report agreed to, April 10, 597.

CLAIMANT,

TERRY B. GREEN and ELSA GREEN.*Nature of Claim :**Legislative Action :*

Assembly Journal, 1845. Petition received and referred to the committee on claims, Jan. 17, p. 102. Adverse report made and agreed to, Feb. 12, 292.

Assembly Journal, 1846. Petition presented, and referred to the committee on claims, Feb. 6, 293.

CLAIMANT,

JOHN B. GREEN.*Nature of Claim :*

In relation to the proceeds of certain escheated lands.

Legislative Action :

Senate Journal, 1847. Papers referred to the committee on claims, Oct. 12, 733. Referred to the committee on finance, Dec. 6, 928.

Senate Journal, 1848. Petition presented, and referred to the committee on claims, Feb. 2, 142. Referred to the Attorney General, Feb. 4, 149. Report received, Feb. 12, 181. Bill reported for the consideration of the Senate, March 4, 257. Bill passed, April 8, 550.

Assembly Journal, 1849. Petition presented and referred, Jan. 27, 251. Adverse report agreed to, Jan. 30, 269.

CLAIMANT,

GRIFFITH and WEMPLE.*Nature of Claim :*

In relation to injuries received by canal boat.

Legislative Action :

Assembly Journal, 1846. Petition presented, and referred to the committee on claims, Jan. 12, 92.

CLAIMANT,

JOHN HADCOCK and WILLIAM COBB.*Nature of Claim :*

For compensation for damages sustained on the Erie Canal.

Legislative Action :

Senate Journal, 1844. Petition presented and referred to the committee on claims, Feb. 19, 1863. Committee on claims made adverse report. Laid on the table, March 11, 1863.

CLAIMANTS,

STORM HAIGHT, JOHN BLOOD, ASA W. CADY.*Nature of Claim :*

In relation to constructing locks 19, 20, of Erie canal enlargement.

Legislative Action :

Assembly Journal, 1846. Petition presented, and referred to the committee on claims, Jan. 22, 1846. Favorable report made and bill introduced, Feb. 20, 1846. Assembly Doc. vol. 4, No. 107. Ordered to third reading, March 12, 1846. Bill passed, April 7, 1846.

Senate Journal, 1846. Bill received from Assembly and referred to the committee on claims, April 7, 1846. Ordered to third reading, May 8, 1846.

Assembly Journal, 1847. Papers referred to the committee on claims, Jan. 15, 1847. Bill introduced, Jan. 25, 1847. Assembly Doc. vol. 1, 25. Bill passed, April 15, 1847.

Senate Journal, 1847. Bill received from Assembly, and referred to the committee on claims, April 15, 1847. Reported favorably and ordered to a third reading, April 20, 1847. Bill passed, April 20, 1847.

CLAIMANT,

JOHN H. HALL.*Nature of Claim :*

In relation to alleged breach of contract between him and Gov. Bouck, concerning engraving for Natural History.

Legislative Action :

Assembly Journal, 1848. Petition presented and referred to the committee on claims, March 6, 576. Committee discharged, March 24, 841.

Assembly Journal, 1849. Petition received, and referred Jan. 9, 81. Adverse report made and agreed to, Feb. 1, 284.

CLAIMANTS,

ELI HAMILTON, PETER HAMILTON.

*Nature of Claim :**Legislative Action :*

Assembly Journal, 1847. Petition presented and referred to the committee on canals, Jan. 11, 50. Bill introduced, Jan. 14, 85. Bill passed, March 31, 665.

Senate Journal, 1847. Bill received and referred to the committee on claims, April 1, 307. Adverse report, May 8, 578.

Senate Journal, 1848. Papers referred to the committee on canals, Jan. 12, 56. Bill reported, Jan. 19, 84. Bill passed, Feb. 17, 199.

Assembly Journal, 1848. Bill received and referred to the committee on canals, Feb. 17, 395. Report of Commissioners of Land Office made, Jan. 14, 115. Assembly Doc. No. 18, vol. 2. Favorable report made, March 22, 810. Bill passed, April 12, 1351.

CLAIMANT,

LEVERET HAMILTON.

*Nature of Claim :**Legislative Action :*

Assembly Journal, 1844. Papers taken from files and referred to the committee on claims, Jan. 11, 73.

ORRIS HAMILTON.*Nature of Claim :*

In relation to the fund out of which the claim is to be paid.

Legislative action :

Senate Journal, 1844. Notice of a bill to amend the act passed April 11, 1842, for the relief of claimant, Jan. 5, 33. Bill introduced entitled, An act to provide for the payment of a debt due Orris Hamilton—read twice, and referred to the Attorney General for his opinion whether any further legislation is necessary, Jan. 9, 44. Attorney General's report made, Jan. 12, 55. Same day, report laid on the table and ordered printed. Senate Doc. No. 14, vol. 1. Bill and report referred to judiciary committee. Favorable report made, Feb. 16, 155. Bill ordered to a third reading, March 27, 333. Bill passed, March 30, 362.

Assembly Journal, 1844. Bill received and referred to the committee on claims, March 30, 688. Bill ordered to a third reading, May 6, 1099. Bill passed May 6, 1109.

CLAIMANT,

CHARLES HANFORD.

Nature of Claim :

Arising under a canal contract.

Legislative Action :

Senate Journal, 1848. Petition presented, and referred to the committee on claims, Jan. 25, 109. Adverse report made and agreed to, Feb. 9, 167.

CLAIMANT,

GARRET A. HARRING.

Nature of Claim :

For the release of an escheat to land heretofore purchased in Rockland county, by John Martin, an alien.

Legislative Action :

Senate Journal, 1844. Petition presented Jan. 5, 32. Referred same day to the committee on the judiciary. Papers obtained from the Assembly, Jan. 9, 44 Bill introduced to confirm title, January 13, 58.

CLAIMANT,

CAMPBELL P. HARRIS.

Nature of Claim :

In relation to canal damages.

Legislative Action :

Senate Journal, 1849. Petition presented, and referred Jan. 5, 163. Bill reported, March 16, 382. Bill passed, March 21, 407, Assembly Journal, 1849. Petition presented, and referred to the committee on canals, March 22, 960. Bill passed, April 4, 1250.

CLAIMANT,

JOHN HARRIS.

Nature of Claim :

In relation to damages sustained in the construction of the Champlain canal, at Fort Miller dam.

Legislative Action :

Senate Journal, 1850. Petition presented, and referred to the committee on claims, Jan. 16, 77. Referred to Canal Board, Jan 17, 97. Report of Canal Board received, Feb. 13, 196. Senate Doc. No. 66. Bill reported, March 21, 420. Bill passed, March 27, 500.

CLAIMANT,

JAMES HARRINGTON.

Nature of Claim :

In relation to damages occasioned by the surplus waters of the Erie canal.

Legislative Action :

Assembly Journal, 1850. Petition presented, and referred to the committee on claims, Feb. 15, 353.

CLAIMANT,

EMERSON B. HARWOOD.

Nature of Claim :

In relation to damages caused to his flouring mill by the action of the State officers.

Legislative Action :

Assembly Journal, 1848. Petition presented, and referred to the committee on canals, Feb. 18, 400. Adverse report made and agreed to, Feb. 21, 421. Assembly Doc. vol. 3, No. 82.

CLAIMANT,

JAY HATHAWAY.

Nature of Claim :

In relation to damages resulting from the Erie canal enlargement.

Legislative Action :

Assembly Journal, 1848. Petition presented and referred to the committee on canals, Feb. 16, 381. Adverse report made and agreed to, March 1, 512.

CLAIMANT,

RUTH HAWKES.

*Nature of Claim :**Legislative Action :*

Assembly Journal, 1844. Papers taken from files and referred to the committee on claims, Feb. 14, 281. Bill introduced March 9, 457. Bill ordered third reading, March 18, 526. Bill passed, March 19, 538.

Senate Journal, 1844. Bill received from Assembly, and referred to the committee on canals, March 19, 280. Sent to committee on claims, March 21, 293. Adverse report made, March 26, 319.

Senate Journal, 1845. Papers referred, Feb. 27, 242. Bill introduced, March 7, 277. Bill ordered to third reading, April 12, 456.

Assembly Journal, 1845. Bill received, and referred to the committee on claims, April 14, 821. Reported favorably, April 16, 837. Ordered to a third reading, April 17, 851.

CLAIMANT,

MALCOM W. HAWKINS.

Nature of Claim:

In reference to a purchase of land in Broome county.

Legislative Action:

Assembly Journal, 1846. Petition presented, and referred to the committee on claims, Feb. 9, 317. Sent to the committee on the judiciary, March 26, 693. Referred to the Commissioners of the Land Office, April 4, 794. Report received, April 11, 885. Assembly Doc. vol. 5, No. 183. Bill introduced, April 24, 1023. Bill passed, April 29, 1051.

Senate Journal, 1846. Bill received, and referred to the committee on claims, May 1, 569. Reported and ordered to a third reading, May 7, 620.

Assembly Journal, 1847. Petition presented and referred to the Commissioners of the Land Office, Feb. 13, 288. Bill reported, March 1, 398. Report of Commissioners, Assembly Doc. vol. 2, No. 89. Bill passed, April 14, 811.

Senate Journal, 1847. Bill received and referred to the committee on claims, April 15, 371. Reported favorably, and ordered to a third reading, April 20, 395. Bill passed, April 20, 405.

CLAIMANTS,

JOHN W. & ROLLIN HAWN.*Nature of Claim :**Legislative Action :*

Assembly Journal, 1850. Petition presented and referred to the committee on claims, Jan. 31, 247.

CLAIMANT,

JAMES HAY.*Nature of Claim :*

In relation to the escheated lands of John G. Leake.

Legislative Action :

Assembly Journal, 1845. Petition presented, and referred to the committee on aliens, Feb. 17, 320. Committee discharged, April 5, 715. Assembly Doc. vol. 6, 210.

Assembly Journal, 1847. Papers referred to the committee on claims, Jan. 19, 122.

Senate Journal, 1848. Papers referred to a select committee, Jan. 12, 56. Adverse report made and agreed to, March 21, 354.

Assembly Journal, 1849. Petition presented and referred to the committee on the judiciary, Jan. 20, 179. Adverse report made and agreed to, March 1, 630.

Assembly Journal, 1848. Papers referred, Jan. 10, 69.

Assembly Journal, 1850. Petition presented, and referred to a select committee, Jan. 7, 55. Report of Commissioners of the Land Office, Jan. 14, 122. Bill introduced, Feb. 20, 405.

CLAIMANT,

WILLIAM HAYDEN.*Nature of Claim :*

In relation to damages done by a break in the Erie canal.

Legislative Action:

Assembly Journal, 1848. Petition presented, and referred to the committee on canals, March 13, 672.

CLAIMANT,

PERKINS E. HAYES.

Nature of Claim:

In relation to wrong classification in sections 31, 32, Genesee Valley canal.

Legislative Action:

Assembly Journal, 1849. Petition presented and referred, Feb. 1, 282. Bill reported, Feb. 6, 345. Assembly Doc. vol. 2, No. 77. Bill passed, March 10, 782.

Senate Journal, 1849. Bill received, and referred to the committee on claims, March 15, 368. Bill passed, April 11, 692.

CLAIMANT,

GEORGE HEATH.

Nature of Claim:

For relief arising out of contract for the supply of valve gates.

Legislative Action:

Assembly Journal, 1844. Petition presented, and referred to the Canal Commissioners, Feb. 12, 271. Report made, Feb. 23, 353. Assembly Doc. vol. 3, No. 91. Adverse report made and agreed to, March 15, 500.

Assembly Journal 1845. Adverse report made by committee on claims and agreed to, vol. 6, Assembly Doc. No. 209.

Assembly Journal, 1846. Papers referred to the Canal Board, Jan. 10, 81.

CLAIMANT,
HENRY HEATH.

Nature of Claim:

In relation to injuries at Little Falls, by the enlargement of the Erie canal.

Legislative Action :

Assembly Journal, 1846. Petition presented, and referred to the committee on claims, Jan. 28, 222. Favorable report and bill introduced, Jan. 31, 247. Assembly Doc. vol. 3, No. 62. Ordered to third reading, April 2, 768. Bill passed, April 20, 968.

Senate Journal, 1846. Bill received, and referred to the committee on claims, April 20, 527. Reported and ordered to a third reading, April 30, 554. Bill passed, May 8, 633.

CLAIMANT,
SUSAN HENDRICK.

Nature of Claim:

For payment for land ceded to the State.

Legislative Action :

Senate Journal, 1846. Petition presented, and referred to the Commissioners of the Land Office, April 10, 459. Report received, April 20, 527. Adverse report agreed to, May 8, 645.

CLAIMANT,
THOMAS T. HENDRICK.

Nature of Claim :

As chief of the Stockbridge tribe of Indians.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on indian affairs, March 19, 547. Adverse report made and agreed to, April 2, 678.

CLAIMANTS,

A. D. HARRINGTON, ANSEL BROWN, EDWIN BROWN.*Nature of Claim :**Legislative Action :*

Senate Journal, 1846. Petition presented and referred, March 10, 296.

CLAIMANTS,

HENRY B. HEWETT, WILLIAM BEACH.*Nature of Claim :*

In relation to the loss of the canal boat N. P. Stone, of Rochester.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on claims, Oct. 8, 1583. Bill introduced, Oct. 25. 1713. Assembly Doc., vol. 8, No. 230. Bill lost, Nov. 22, 1924. Reconsidered. Bill passed, Nov. 30, 1995.

Senate Journal, 1847. Bill received and referred to the committee on the judiciary, Dec. 2, 920. Adverse report made, Dec. 9, 958. Senate Doc., vol. 4, No. 150.

Senate Journal, 1848. Papers referred to the committee on claims, Jan. 13, 65. Bill reported, Jan. 20, 83. Senate Doc., vol. 1, No. 12. Bill passed, Feb. 1, 140.

Assembly Journal, 1848. Bill received, and referred to the committee on claims, Feb. 3, 271. Favorably reported, Feb. 9, 411. Ordered to a third reading, March 8, 620. Bill passed, March 14, 991.

CLAIMANTS.

JOSEPH P. HEWITT and JOHN M. BATTEY.*Nature of Claim :*

In relation to draining lands in Black Rock.

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to the committee on claims, Feb. 28, p. 380. Referred to the Canal Board, March 11, p. 467. Report made, March 16, p. 510. Assembly Doc., 1844, vol. 5, No. 134.

CLAIMANT,

ZENAS HIGGINS.

Nature of Claim :

In relation to the discharge of a judgment obtained against him by the State.

Legislative Action :

Assembly Journal, 1846. Petition presented, and referred to the committee on the judiciary, Jan. 31, 244. Bill introduced, Feb. 26, 449. Ordered to a third reading, April 2, 770. Bill passed, May 11, 1246.

Senate Journal, 1846. Bill received from Assembly, April 24, 543. Reported and ordered to a third reading, May 1, 561. Bill passed, May 9, 683.

CLAIMANT,

PATRICK HIGGINS.

*Nature of Claim :**Legislative Action :*

Assembly Journal, 1850. Petition presented and referred to the committee on the judiciary, March 7, 610. Bill reported, March 9, 640. Bill passed, March 16, 757.

Senate Journal, 1850. Bill received, and referred to the committee on the judiciary, March 16, 387. Bill passed, April 10, 756.

CLAIMANT,
GEORGE W. HILDRETH.

Nature of Claim :

In relation to the constructing of valve gates in locks on the canal.

Legislative Action :

Assembly Journal, 1846. Petition presented and referred to the committee on canals, April 7, 812. Report received, April 21, 976. Assembly Doc., vol. 6, 201. Report received, May 5, 1120. Assembly Doc., vol 6, 216. Ordered to a third reading, May 7, 1169. Bill passed, May 8, 1202.

Senate Journal, 1846. Bill received and referred to the committee on claims, May 8, 659. Reported favorably and ordered to a third reading, May 12, 717.

Senate Journal, 1847. Petition presented, and referred to the committee on claims, Jan. 18, 50. Bill reported, Jan. 21, 63. Ordered to a third reading, Feb. 12, 133. Passed, Feb. 13, 137.

Assembly Journal, 1847. Bill received and referred to the committee on canals, Feb. 13, 296. Favorably reported, Feb. 18, 316. Bill passed, May 4, 1200.

CLAIMANT,
CHARLES J. HILL.

Nature of Claim :

To be refunded certain monies paid by him for the benefit of the Erie canal.

Legislative Action :

Assembly Journal, 1845. Petition presented, and referred to the committee on canals, Feb. 18, 329. Referred to the Canal Commissioners, March 11, p. 485. Report received, April 4, 696. Assembly Doc., vol. 6, 209.

Assembly Journal, 1846. Papers referred to the committee on claims, Feb. 18, 401.

CLAIMANT,
NICHOLAS HILL.

Nature of Claim :

In relation to damages sustained in the construction of the Erie canal.

Legislative action :

Assembly Journal, 1849. Petition presented, and referred to the committee on claims, Jan. 23, 204. Bill reported, March 3, 650. Bill passed, April 4, 1259.

Senate Journal, 1849. Bill received, and referred, April 4, 559,

Assembly Journal, 1850. Papers referred to the committee on claims, Feb. 24, 441.

CLAIMANT,
JOHN E. HINMAN.

Nature of Claim :

Legislative Action :

Assembly Journal, 1845. Petition presented, and referred to the committee on canals, Feb. 7, 261.

CLAIMANTS,
JOHN HITCHINS, FRANCIS HITCHINS, STEPHEN HITCHINS.

Nature of Claim :

In relation to work done on the Erie canal enlargement.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on canals, Feb. 13, 287. Bill introduced, April 14, 799. Assembly Doc. vol. 4, No. 143. Bill passed, May 4, 1190.

Senate Journal, 1847. Bill received, and referred to committee on claims, May 4, 529. Favorably reported and ordered to a third reading, May 6, 544. Bill passed, May 6, 547.

CLAIMANT,

JESSE HOLLISTER.*Nature of Claim :*

For the diversion of water from his saw mill on the Cawwasalan creek, by the Erie canal.

Legislative Action :

Assembly Journal, 1846. Petition presented, and referred to the committee on claims, Jan. 12, 92. Referred to Canal Board, March 10, 539. Report received, March 16, 596. Assembly Doc. vol. 5, No. 152.

Senate Journal, 1847. Petition presented, and referred to the committee on claims, Jan. 14, 40.

Assembly Journal, 1848. Papers referred to the committee on claims, Jan. 29, 229.

Assembly Journal, 1849. Petition presented and referred to the committee on canals, Jan. 22, 191. Adverse report made and agreed to, Feb. 2, 297. Assembly Doc. vol. 2, No. 62.

CLAIMANT,

NATHAN S. HOLLISTER.*Nature of Claim :*

In relation to damages sustained by reason of the Enlargement of the Erie canal.

Legislative Action :

Assembly Journal, 1845. Petition presented, and referred to the committee on claims, Jan. 15, 92. Adverse report made and agreed to, Jan. 21, 127. Recommitted, Jan. 23, 139. Committee report to be discharged—agreed to, March 15, 524. Assembly Doc. vol. 5, No. 178.

Senate Journal, 1846. Petition presented and referred to the committee on claims, Jan. 7, 63. Referred to Canal Commissioners, Jan. 12, 79. Report made, Jan. 19, 104. Senate Doc. vol. 1, No. 15. Bill introduced, Jan. 29, 158. Ordered to third reading, Feb. 12, 208. Bill passed, Feb. 13, 210.

Assembly Journal, 1846. Bill received from Senate and referred to the committee on claims, Feb. 14, 373.

[Senate, No. 5.]

CLAIMANT,

JAMES H. HOOKER.*Nature of Claim :*

In relation to injuries caused to his canal boat, by alleged misconduct of a state officer.

Legislative Action :

Assembly Journal, 1848. Petition presented, and referred to the committee on claims, Jan. 28, 212. Favorable report and bill introduced, March 22, 810. Assembly Doc., vol. 5, No. 152.

Assembly Journal, 1849. Papers referred to the committee on claims, Jan. 3, 37. Favorable report made and bill introduced, Jan. 12, 99. Assembly Doc. No. 16. Bill passed Jan. 16, 141.

Senate Journal, 1849. Bill received and referred to the committee on claims, Jan. 16, 75. Senate Doc. vol. 2, No. 32. Bill rejected, April 5, 575.

Assembly Journal, 1850. Papers referred to the committee on claims, Jan. 7, 63. Bill reported, March 7, 632. Bill passed, March 29, 1020.

CLAIMANT,

SANFORD A. HOOPER.*Nature of Claim :**Legislative Action :*

Assembly Journal, 1844. Papers taken from files and referred to committee on claims, Jan. 8, 57. Favorable report and bill introduced, Jan. 24, 140. Bill ordered to third reading, March 6, 408. Bill passed, March 6, 429.

Senate Journal, 1844. Bill received from Assembly, and referred to the committee on claims, March 7, 216. Favorable report made, and bill ordered to a third reading, March 14, 251. Bill passed, March 15, 262. Laws of 1844, ch. 43.

CLAIMANT,

HORACE HOPKINS.*Nature of Claim :*

In relation to canal damages.

Legislative Action :

Senate Journal, 1849. Petition presented and referred to the committee on claims, March 28, 475. Adverse report agreed to, April 9, 631.

CLAIMANT,

SAMUEL HOPKINS.

Nature of Claim :

In relation to damages occasioned by the building of the Chenango canal.

Legislative Action :

Assembly Journal, 1848. Petition presented and referred to the committee on claims, March 22, 806.

CLAIMANT,

JOHN J. HOPPER.

Nature of Claim :

In relation to refunding money paid the State for lands.

Legislative Action :

Assembly Journal, 1845. Petition presented, and referred to the committee on ways and means, Jan. 16, 99. Bill introduced, March 7, 455. Ordered to a third reading, April 29, 973. Bill passed, May 5, 1051.

Senate Journal, 1845. Bill received from the Assembly and referred to the committee on claims, May 5, 606. Adverse report made, May 7, 628.

Assembly Journal, 1846. Petition presented and referred to the committee on canals, (relating to damages resulting from enlargement of the Erie canal.) Bill introduced, Feb. 7, 210. Ordered to third reading, April 2, 769. Bill passed, April 20, 969.

Assembly Journal, 1847. Petition presented and referred to the committee on grievances, Jan. 14, 84. Bill introduced, April 5, 713. Assembly Doc. vol. 4, No. 134. Bill passed, Nov. 19, 1883.

Senate Journal, 1847. Bill received and referred to the committee on the judiciary, Nov. 19, 873. Reported adversely, Nov. 22,

878. Sent to claims, Dec. 9, 1861. Again reported, Dec. 10, 1876.

Senate Journal, 1848. Petition presented, and referred to the committee on claims, Feb. 24, 1818. Adverse report made and agreed to, March 8, 1875.

Assembly Journal, 1849. Petition presented, and referred, Jan. 25, 1826.

CLAIMANTS,

A. M. HORTON, S. P. JACOBS.

Nature of Claim :

In relation to the sinking of the canal boat "Helen Adela," at Montezuma, in May, 1849.

Legislative Action :

Assembly Journal, 1850. Petition presented, and referred to the committee on canals, March 1, 1817.

CLAIMANT,

CHARLES HORTON.

Nature of Claim :

In relation to canal damages.

Legislative Action :

Assembly Journal, 1845. Petition received and referred to the committee on claims, Feb. 24, 1861.

CLAIMANT,

GEORGE W. HORTON.

Nature of Claim :

In relation to a bridge across the Erie canal.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on canals, Feb. 20, 1839. Adverse report agreed to, March 6, 1845

CLAIMANTS,

W. H. C. HOMER, LEWIS W. BEECHER.*Nature of Claim:*

For payment for attendance on the trial of Alexander McLeod, as witnesses on the part of the State.

Legislative Action:

Assembly Journal, 1849. Petition presented, and referred to the committee on claims, Feb. 28, 613.

Assembly Journal, 1850. Petition presented and referred, Jan. 14 112. Bill introduced, Feb. 18, 392. Bill passed, March 29, 1025.

Senate Journal, 1850. Bill received and referred, April 1, 546. Favorably reported and bill passed, April 5, 641. Reconsidered and bill rejected, 6, 661.

CLAIMANTS,

HORACE HOTCHKISS, WILLIAM P. SMITH.*Nature of Claim:*

In relation to a contract at Sing Sing State Prison.

Legislative Action:

Assembly Journal, 1848. Petition presented and referred, March 28, 921.

Assembly Journal, 1849. Petition presented and referred, Jan. 26, 238. Bill reported, Feb. 12, 420. Bill passed, March 16, 883.

Senate Journal, 1849. Bill received and referred, March 16, 386. Bill lost, April 7, 594. Reconsidered, April 9, 625. Again lost, April 11, 683.

Senate Journal, 1850. Petition for remuneration for loss of property in Sing Sing State Prison, presented and referred to the committee on State Prisons, March 28, 508. Majority report favorably, April 5, 618.

CLAIMANT,

JONATHAN HUBBARD.*Nature of Claim :**Legislative Action :*

Assembly Journal, 1850. Petition presented and referred to the committee on claims, March 26, 910.

CLAIMANT,

HUDSON AND DELAWARE CANAL COMPANY.*Nature of Claim :*

To have premium received on stock issued for them, paid to them.

Legislative Action :

Senate Journal, 1848. Petition presented and referred to the committee on claims, Jan. 21, 90.

CLAIMANT,

RICHARD HUDSON.*Nature of Claim :*

In relation to damages occasioned by the erection of a dam across Schoharie creek.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on claims, Feb. 24, 355.

Assembly Journal, 1848. Papers referred to the committee on grievances, Feb. 21, 424. Favorable report and bill introduced, March 15, 702. Assembly Doc., vol. 3, No. 128. Ordered to a third reading, March 29, 963.

CLAIMANT,
ERASTUS HUGHES.

Nature of Claim:

In relation to damages sustained by the overflowing of Erie canal.

Legislative Action:

Assembly Journal, 1848. Petition presented, and referred to the committee on claims, Feb. 5, 288.

CLAIMANT,
JONAS A. HUGHSON.

Nature of Claim:

For increased compensation for services as District Attorney of Delaware co.

Legislative Action:

Assembly Journal, 1846. Petition presented, and referred to the committee on judiciary, Jan. 22, 170. Reported favorably, and bill introduced, Jan. 27, 214. Bill passed, March 27, 703.

Senate Journal, 1846. Bill received from Assembly and referred to the committee on judiciary, March 27, 389. Favorably reported, March 28, 395. Ordered to third reading, May 7, 635.

Senate Journal, 1847. Papers referred to the committee on claims, Feb. 2, 200. Bill introduced, Feb. 11, 273.

Assembly Journal, 1848. Papers referred, Jan. 21, 91. Bill reported, Jan. 31, 131. Bill passed, Feb. 17, 198.

Assembly Journal, 1848. Papers referred to the committee on judiciary, Jan. 22, 167. Bill received from Senate, and referred to the committee on judiciary, Feb. 17, 395. Reported favorably, Feb. 19, 412. Bill passed, March 18, 773.

CLAIMANT,
JOHN P. HULBERT.

Nature of Claim:

In relation to damages sustained by the overflow of land by the Erie canal.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred, May 5, 1211:

CLAIMANT,

MATHEW HUNTINGTON.

Nature of Claim :

For relief against a decision of the Canal Appraisers.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the committee on claims, Jan. 9, 59. Adverse report made and agreed to, Feb. 13, 272. Assembly Doc., 1844, vol. 3, No. 65.

Assembly Journal, 1845. Petition presented, and referred to the committee on canals, Feb. 20, 341.

Assembly Journal, 1846. Petition presented and referred to the committee on claims, March 9, 529. Adverse report agreed to, March 28, 719.

Assembly Journal, 1849. Petition presented and referred, Feb. 15, 468. Adverse report agreed to, Feb. 20, 528.

Assembly Journal, 1850. Petition presented, and referred to the committee on canals, Jan. 17, 136. Adverse report agreed to, Jan. 25, 203.

CLAIMANTS,

BELA B. HYDE and others.

Nature of Claim :

For damage in consequence of a change of water of the Erie canal.

Legislative Action :

Assembly Journal, 1845. Petition presented, and referred to the committee on canals, Jan. 15, 92.

Assembly Journal, 1846. Papers referred to the committee on claims, Feb. 14, 372.

CLAIMANT,
FREDERICK M. INGERSOLL.

Nature of Claim :

In relation to relief from an alleged violation of the excise law.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on claims, Nov. 15, 1831.

Assembly Journal, 1848. Papers referred to the committee on grievances, Jan. 11, 63. Committee discharged, Feb. 8, 311. Assembly Doc., vol. 2, No. 51.

CLAIMANT,
JONAS INGRAHAM.

Nature of Claim :

In relation to a canal contract at Black Rock and Dansville.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the committee on claims, Feb. 7, 242.

Assembly Journal, 1845. Petition presented, and referred to the committee on claims, Jan. 14, 83. Report received from Canal Board, April 2, 684. Assembly Doc., vol. 6, 218. Adverse report made by committee—agreed to, April 22, 888. :

Assembly Journal, 1846. Papers referred to the committee on claims, Jan. 24, 201. Favorable report and bill introduced, Jan. 29, 232. Bill passed, April 9, 851.

Senate Journal, 1846. Bill received, and referred to the committee on claims, April 10, 458. Referred to Canal Board, April 22, 534. Report received, May 8, 660. Senate Doc., vol. 4, 138. Bill ordered to third reading, May 9, 664. Bill passed, May 12, 741.

Senate Journal, 1847. Papers referred to Canal Commissioners, Nov. 26, 896.

Senate Journal, 1848. Petition referred to the committee on canals, Jan. 6, 31. Adverse report agreed to, Jan. 20, 88. Senate Doc., vol. 1, No. 13.

Assembly Journal, 1849. Petition referred, Feb. 20, 523. Adverse report agreed to, April 7, 1396.

Assembly Journal, 1850. Papers referred, Jan 10, 83.

CLAIMANTS,

JONAS & SILAS INGRAHAM AND DAVID BOLLES.

Nature of Claim :

Arising out of work done on Locks 56, 57, on Genesee Valley Canal.

Legislative Action :

Senate Journal, 1844. Petition presented, and referred to the Canal Commissioners, Jan. 31, 108. Report made, Feb. 26, 184. Senate Doc., 1844, vol. 2, No. 74. Committee on claims made adverse report—agreed to by Senate, March 8, 1844. Senate Journal, 224.

Assembly Journal, 1847. Papers referred to the committee on claims, Jan. 13, 72. Adverse report made and agreed to, Feb. 26, 371.

CLAIMANT,

JOHN B. IVES.

Nature of Claim :

In relation to work done on locks Nos. 1 and 3 of the Erie enlargement.

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to the committee on claims, Jan. 39, 178. Referred to Canal Board, Feb. 3, 214. Report received, Feb. 21, 339. Bill introduced, March 25, 611.

Assembly Journal, 1848. Bill introduced, March 13, 675. Assembly Doc. vol. 3, No. 119. Ordered to a third reading, March 29, 963. Bill passed, April 8, 1207.

Senate Journal, 1848. Bill received and referred, April 6, 565. Bill passed, April 11, 631.

CLAIMANT,
ANDREW JACKSON.

Nature of Claim :

For compensation for loss of time having been unjustly sentenced.

Legislative Action :

Senate Journal, 1848. Petition presented, and referred to the committee on the judiciary, Feb. 15, 183. Adverse report made and agreed to, March 25, 399.

CLAIMANT,
GEORGE JACKSON.

Nature of Claim :

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to the committee on claims, May 2, 1020.

CLAIMANT,
ISAAC JACKSON.

Nature of Claim :

In relation to constructing locks No. 26, 35, Erie canal enlargement.

Legislative Action :

Assembly Journal, 1846. Petition presented, and referred to the committee on claims, Jan. 30, 237. Favorable report and bill introduced, Feb. 4, 283. Assembly Doc. vol. 3, No. 69. Bill passed, April 23, 1019.

Senate Journal, 1846. Bill received, and referred, April 24, 543. Referred to Canal Commissioners, April 30, 555. Report received, May 4, 592. Senate Doc. vol. 4, No. 133. Ordered to a third reading, May 7, 623. Bill passed, May 11, 712.

CLAIMANT,
JOHN JACKSON.

Nature of Claim :

Legislative Action :

Assembly Journal, 1845. Petition presented, and referred to the committee on grievances, Jan. 14, 87.

CLAIMANT,
MAJOR JACOBS, (Indian.)

Nature of Claim :

To be allowed a participation in the Cayuga annuities, though residing in Canada.

Legislative Action :

Assembly Journal, 1849. Petition presented and referred Feb. 19, 509. Referred to Commissioners of Land Office, Feb. 21, 545.

CLAIMANT,
OZIAS JACOBS.

Nature of Claim :

In relation to money erroneously paid on land.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on claims, Jan. 13, 70. Referred to the Commissioners of the Land Office, March 10, 473. Report received, March 12, 489. Bill introduced, April 7, 736. Bill passed, April 19, 916.

Senate Journal, 1847. Bill received from Assembly, and referred to the committee on finance, April 19, 393. Favorable report, April 20, 487. Bill ordered to a third reading, May 5, 535. Bill passed, May 5, 537.

CLAIMANTS,

WILLIAM JAMES, JOHN JAMES.*Nature of Claim :*

In relation to damages sustained by the diversion of the water of the Genesee River, to feed the Erie canal.

Legislative Action :

Assembly Journal, 1846. Petition presented, and referred to the committee on claims, March 26, 687.

Senate Journal, 1847. Petition and papers referred to the committee on claims, Oct. 11, 728. Referred to the Canal Commissioners. Report received, Nov. 11, 820.

CLAIMANTS,

STILES JOHNSON, NORMAN BUTLER.*Nature of Claim :*

In relation to canal damages.

Legislative Action :

Assembly Journal, 1850. Petition presented, and referred to the committee on claims, Feb. 6, 291. Bill introduced, Feb. 27, 485. Bill passed, March 28, 848.

Senate Journal, 1850. Bill received and referred to the committee on claims, March 23, 451. Adverse report laid on the table, April 6, 643. Senate Doc. No. 109.

CLAIMANTS,

C. A. JONES, HENRY F. ROGERS.*Nature of Claim :*

For compensation for losses in building the Western House of Refuge.

Legislative Action :

Senate Journal, 1849. Petition presented, and referred to the committee on claims, Jan. 23, 102. Bill introduced, Feb. 6, 164.

CLAIMANT,
JOHN B. JONES.

Nature of Claim :

In relation to work done on Erie canal enlargement.

Legislative Action :

Assembly Journal, 1848. Petition presented and referred to the committee on claims, Feb. 11, 350.

CLAIMANT,
JOHN H. JONES.

Nature of Claim :

For an allowance of damages for the use of lands on the Genesee valley canal by the State and for the overflowing of other lands on the canal by the State works.

Legislative Action :

Senate Journal, 1844. Petition presented and referred to the committee on claims, Feb. 3, 115. Sent to Canal Commissioners, March 11, 238. Report made, March 21. Ordered printed. Senate Doc., vol. 3, No. 99. Referred to the committee on claims, April 2, 378. Bill introduced, April 5, 396. Ordered to third reading, April 19, 470. Bill passed, April 24, 505.

Assembly Journal, 1844. Bill received and referred to the committee on claims, April 23, 923. Bill passed, May, 1057.

CLAIMANT,
POMEROY JONES.

Nature of Claim :

For compensation for services rendered in the war of 1812.

Legislative Action :

Assembly Journal, 1845. Petition presented and referred to the committee on militia, March 27, 625.

CLAIMANT,
HENRY JORDAN.

Nature of Claim :

For expenses and services in behalf of the Indians.

Legislative Action :

Senate Journal, 1846. Petition presented and referred, to the committee on Indian affairs, March 2, 263. Adverse report made and agreed to, May 11, 703.

Assembly Journal, 1847. Papers referred.

Assembly Journal, 1847. Petition presented and referred to the committee on Indian affairs, Jan. 11, 51. Bill introduced, Feb. 10, 262. Bill passed, April 2, 680.

Senate Journal, 1847. Bill received and referred to the committee on Indian affairs, April 2, 313. Postponed to 8th September, May 6, 548.

Senate Journal, 1849. Petition presented, and referred to the committee on Indian affairs, Feb. 5, 160.

Senate Journal, 1850. Papers referred to the committee on Indian affairs, Jan. 30, 141. Bill reported, March 19, 397. Bill passed, April 4, 606.

CLAIMANT,
BETHEL JUDD.

Nature of Claim :

In relation to damages incurred by the erection of a mud lock on the Erie canal.

Legislative action:

Assembly Journal, 1847. Petition presented and referred to the committee on claims, March 4, 428.

CLAIMANT,
PHILO JUDSON.

Nature of Claim :

For a horse killed on the canal.

Legislative Action:

Assembly Journal, 1850. Petition presented, and referred to the committee on canals, Feb. 5, 285. Adverse report made and agreed to, Feb. 26, 463.

CLAIMANTS,

JOSEPH M. KASSON, HENRY CADY.

*Nature of Claim:**Legislative Action:*

Assembly Journal, 1848. Petition presented and referred to the committee on grievances, March 2, 527. Favorable report and bill introduced, March 9, 628. Assembly Doc. vol. 3, No. 117. Enacting clause struck out of bill, March 29, 962.

CLAIMANT,

JOSIAH S. KELLOGG, Executor of Jacob Kellogg.

Nature of Claim:

In relation to damages sustained in the location of the Chenango canal.

Legislative Action:

Assembly Journal, 1847. Petition presented, and referred to the committee on claims. Adverse report laid on table, Sept. 27, 1519.

Assembly Journal, 1848. Petition presented and referred to the committee on claims, Jan. 18, 127. Adverse report agreed to, Jan. 26, 193. Assembly Doc. vol. 2, No. 33.

Assembly Journal, 1849. Papers referred to a select committee, Jan. 6, 61. Bill reported, April 4, 1245.

Assembly Journal, 1850. Papers referred to the committee on claims, Jan. 10, 85. Bill reported, February 2, 264. Bill passed, March 6, 601.

Senate Journal, 1850. Bill received, and referred to the committee on claims, March 7, 320. Adverse report made, March 14, 364. Senate Doc. No. 81.

CLAIMANT,
JOHN KELLY.

Nature of Claim :

Legislative Action :

Assembly Journal, 1846. Petition presented and referred to the committee on grievances, March 12, 566.

CLAIMANT,
BARBER KENYON.

Nature of Claim :

Legislative Action :

Senate Journal, 1846. Petition presented, and referred to the committee on claims, Jan. 19, 97.

CLAIMANT,
GEORGE W. KETTLE.

Nature of Claim :

In relation to canal damages.

Legislative Action :

Assembly Journal, 1850. Petition presented, and referred to the committee on claims, Feb. 7, 304.

CLAIMANT,
LAVINA KILNOR.

Nature of Claim :

Legislative Action :

Assembly Journal, 1846. Petition presented and referred to the committee on claims, Feb. 11, 331.

[Senate, No. 5.]

CLAIMANT,
ELIJAH KINNE.

Nature of Claim :

On account of improper taxation.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on grievances, Oct. 21, 1672.

CLAIMANTS,

JAMES H. & AMOS B. KING, Assignees of W. M. King.

Nature of Claim:

In relation to locks on the Erie canal enlargement.

Legislative Action :

Assembly Journal, 1844. Papers taken from files and referred to the committee on claims, Jan. 18, 102. Referred to the Canal Board, Jan. 20, 114. Report made, Jan. 23, 131. Assembly Doc., 1844, vol. 3, No. 28. Bill introduced, March 19, 531. Assembly Doc., vol. 6, No. 141. Report by Commissioner Earll, April 8, 776. Assembly Doc., vol. 6, No. 154.

Assembly Journal, 1845. Papers referred to the committee on claims, Feb. 5, 250. Adverse report made and agreed to, March 8, 468.

Assembly Journal, 1848. Papers referred to the committee on claims, Feb. 15, 578. Favorable report, and bill introduced, March 11, 654. Assembly Doc., vol. 3, No. 112.

Assembly Journal, 1849. Papers referred, Jan. 16, 144. Bill introduced, Feb. 5, 325. Assembly Doc., vol. 2, No. 75. Bill passed, March 12, 808.

Senate Journal, 1849. Bill received, and referred to the committee on claims, March 14, 360. Bill rejected, April 9, 629.

Senate Journal, 1850. Papers referred to the committee on claims, Jan. 10, 54.

CLAIMANT,
JOHN KING.

Nature of Claim:

In relation to damage resulting from an overflow of his lands by Erie Canal.

Legislative Action:

Assembly Journal, 1848. Petition presented, and referred to the committee on canals, Jan. 24, 172. Bill introduced, and favorable report, Feb. 24, 451. Assembly Doc., vol. 5, No. 166. Ordered third reading, March 22, 830. Bill passed, March 23, 829.

Senate Journal, 1848. Bill received and referred to the committee on claims, March 24, 390. Bill rejected, April 3, 511.

Assembly Journal, 1849. Papers referred, Jan. 15, 130. Bill reported, Jan. 17, 148. Bill passed, Feb. 5, 333.

Senate Journal, 1849. Bill received and referred, Feb. 6, 169. Bill passed, April 11, 704.

CLAIMANT,
WILLIAM KING.

Nature of Claim:

In relation to the revolutionary services of William King, a revolutionary soldier, deceased.

Legislative Action:

Assembly Journal, 1847. Petition presented, and referred to the committee on claims, Jan. 27, 161.

CLAIMANTS,
**AMOS KINGSLEY, ARCHIBALD CAMPBELL,
JOHN NILES.**

Nature of Claim:

For relief, in consequence of the breach in the Kingsley Brook reservoir, in April, 1843.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the committee on claims, Jan. 17, 95. Favorable report and bill introduced, Jan. 20, 114. Bill ordered to a third reading, Feb. 8, 257. Bill passed, Feb. 10, 264.

Senate Journal, 1844. Bill received from Assembly, and referred to the committee on claims, Feb. 10, 141. Committee reported favorably, with amendments, Feb. 14, 147. Bill ordered to a third reading, April 24, 511.

Assembly Journal, 1845. Papers referred to the committee on claims, Jan. 16, 101.

Senate Journal, 1846. Bill introduced, and referred to the committee on claims, Jan. 11, 76. Bill introduced, Jan. 17, 95. Ordered to a third reading, April 24, 544. Bill passed, May 2, 583.

Assembly Journal, 1846. Bill received from the Senate and referred to the committee on claims, May 4, 1118. Ordered to a third reading, May 6, 1130. Bill passed, May 12, 1319.

Assembly Journal, 1849. Petition presented and referred, Jan. 14, 120. Bill reported, Jan. 23, 206. Bill (for Niles) passed, Feb. 13, 436.

CLAIMANT,

AVERY Z. KINGSLEY.

Nature of Claim :

For reappraisal of damages occasioned by the construction of the Kingsley Brook reservoir.

Legislative Action :

Assembly Journal, 1849. Petition presented and referred, Jan. 4, 40. Bill reported, Jan. 13, 110. Bill passed, Jan. 19, 175.

Senate Journal, 1849. Bill received and referred to the committee on claims, Jan. 19, 88. Adverse report, Jan. 23, 103. Bill rejected, Feb. 6, 170.

CLAIMANT,
GEORGE KINSELLA.

Nature of Claim :

In relation to the taking of his land for Erie canal prior to 1823.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on claims, Feb. 17, 308. Adverse report agreed to, Oct. 25, 1711.

Assembly Journal, 1848. Papers referred to the committee on claims, Jan. 13, 93. Adverse report made and agreed to, March 28, 925. Assembly Doc. vol. 5, No. 158.

Senate Journal, 1849. Petition presented, and referred to the committee on claims, March 13, 353.

Senate Journal, 1850. Papers referred to the committee on claims, March 5, 306.

CLAIMANT,
JACOB KISTLER.

Nature of Claim :

In relation to damages occasioned by the Cayuga and Seneca canal.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on canals, Feb. 17, 308. Bill reported, Sept. 25, 1513. Bill passed, Nov. 19, 1886.

Senate Journal, 1847. Bill received and referred to the committee on claims, Nov. 19, 573. Referred to Canal Commissioners, Nov. 26, 896.

Assembly Journal, 1849. Petition presented, and referred to the committee on claims, March 10, 465.

CLAIMANT,
AARON KNAPP.

Nature of Claim :

In relation to land taken for the Leland pond reservoir.

Legislative Action :

Assembly Journal, 1845. Papers referred to the committee on claims, Jan. 17, 105. Bill introduced, March 8, 468. Bill ordered to third reading, April 29, 973. Bill passed, May 5, 1050.

Senate Journal, 1845. Bill received from Assembly, and referred to the committee on claims, May 6, 606. Adverse report made, May 7, 628.

Assembly Journal, 1846. Papers referred to the committee on claims, Feb. 14, 372. Bill introduced, Feb. 24, 435. Ordered to a third reading, April 2, 770. Bill passed, April 29, 1053.

Senate Journal, 1846. Bill received, and referred to the committee on claims, April 30, 560.

Assembly Journal, 1847. Papers referred to the committee on claims, March 15, 504. Adverse report made and agreed to, March 26, 611. Bill reported, Dec. 8, 2088. Assembly Doc. vol. 8, No. 260. Bill passed, Dec. 10, 2123.

Senate Journal, 1847. Bill received and referred to the committee on claims, Dec. 10, 968. Reported for consideration of Senate, Dec. 10, 975.

Assembly Journal, 1848. Papers referred to the committee on claims, Jan. 29, 229. Adverse report made and agreed to, April 10, 1230.

Assembly Journal, 1849. Papers referred, Jan. 9, 85. Adverse report laid on table, Jan. 22, 193. Assembly Doc. vol. 2, No. 68. Committee directed to bring in a bill, Feb. 3, 313. Bill introduced, Feb. 5, 325. Bill passed, March 12, 807.

Senate Journal, 1849. Bill received, and referred to committee on claims, March 14, 361. Adverse report made, March 19, 392. Senate Doc. No. 72.

Senate Journal, 1850. Petition presented, and referred to the committee on claims, Jan. 9, 50. Adverse report agreed to, Feb. 9, 181.

CLAIMANT,

DANIEL KNIGHT.

Nature of Claim :

In relation to the construction of the Chenango canal.

Legislative Action :

Assembly Journal, 1844. Papers taken from files and referred to the committee on claims, Jan. 16, 92.

Assembly Journal, 1845. Petition presented, and referred to the committee on grievances, Jan. 14, 85.

Assembly Journal, 1846. Bill introduced, Feb. 5, 287. Assembly Doc., vol. 2, No. 56.

Senate Journal, 1846. Bill received from Assembly and referred to the committee on claims, April 10, 458. Referred to the Canal Commissioners, April 18, 508. Bill passed, May 12, 729.

CLAIMANT,

HOLLIS KNOWLTON.

Nature of Claim :

In relation to the diversion of water from his mill.

Legislative Action :

Assembly Journal, 1846. Petition presented and referred to the committee on claims, Feb. 6, 307. Adverse report agreed to, March 14, 585.

Assembly Journal, 1847. Papers referred to the committee on claims, Sept. 17, 1452.

Assembly Journal, 1848. Papers referred to the committee on claims, Jan. 25, 180. Adverse report made and agreed to, April 10, 1230.

CLAIMANTS,

LAFAYETTE HORSE GUARDS.

Nature of Claim :

For military services rendered the State in December, 1844, and January, 1845.

Legislative Action :

Assembly Journal, 1846.

CLAIMANT,

JOHN LAFOY, JULIUS W. CLEMENS.*Nature of Claim :*

In relation to services rendered and material furnished for building a towpath across the Genesee valley canal.

Legislative Action :

Assembly Journal, 1845. Petition presented and referred to the committee on claims, Jan. 14, 83. Referred to Canal Board, Jan. 30, 190. Report made, Feb. 26, 379. Assembly Doc., vol. 4, No. 132. Committee report to be discharged. Agreed to, April 2, 674.

Assembly Journal, 1846. Papers referred to the committee on claims, Feb. 14, 372.

Assembly Journal, 1847. Papers referred to the committee on canals, Feb. 3, 214. Adverse report laid on table, March 6, 455.

Assembly Journal, 1850. Petition presented, and referred to the committee on claims, Jan. 21, 160. Bill reported, Jan. 24, 197. Assembly Doc., No. 31. Bill passed, March 14, 706.

Senate Journal, 1850. Bill received and referred to the committee on claims, March 15, 372. Adverse report tabled, April 6, 643.

CLAIMANT,

ELI LAKE.*Nature of Claim :*

In relation to the construction of the Genesee valley canal.

Legislative Action :

Assembly Journal, 1845. Petition presented and referred to the committee on grievances, March 4, 423.

CLAIMANT,

EVERT A. LANSING.*Nature of Claim :*

In relation to damages occasioned by the leakage of the Erie canal.

Legislative Action:

Assembly Journal, 1847. Petition presented, and referred to the committee on canals, March 16, 509. Adverse report made and agreed to, April 9, 747.

CLAIMANT,

ANTHONY LAMB.

Nature of Claim:

In relation to highway taxes on non-resident lands in Adgate's patent.

Legislative Action:

Assembly Journal, 1850. Adverse report made and agreed to, March 28, 520.

CLAIMANT,

GEORGE J. E. LASHER.

Nature of Claim:

For damage in consequence of raising the banks of the Erie canal.

Legislative Action:

Senate Journal, 1846. Petition presented, and referred to the committee on claims, Jan. 7, 62. Bill reported, Feb. 12, 207. Senate Doc., vol. 2, No. 47. Ordered to third reading, March 5, 279. Bill passed, March 7, 288.

Assembly Journal, 1846. Bill received from Senate and referred to the committee on claims, March 7, 520. Reported favorably, March 10, 538. Ordered to third reading, April 16, 928.

CLAIMANT,

JACOB LAWSON.

Nature of Claim:

As a Revolutionary soldier.

Legislative Action :

Assembly Journal, 1844. Papers taken from files and referred to the committee on militia, Jan. 13, 84. Favorable report made, and bill introduced Jan. 20, 114. Assembly Doc., 1844, vol. 3, No. 35. Bill ordered to a third reading, Feb. 10, 270. Bill passed, Feb. 15, 291.

Senate Journal, 1844. Bill received from Assembly, Feb. 16, 156, and referred to the committee on claims. Favorable report made, and bill ordered to a third reading, March 14, 251. Bill passed, March 15, 262. Laws of 1844, ch. 44.

CLAIMANT,

JOHN L. LEAKE.

Nature of Claim :

In relation to the failure of his title to land in the military tract.

Legislative Action :

Assembly Journal, 1848. Petition presented, and referred. Report of committee of claims adverse. Agreed to, Jan. 29, 224. Assembly Doc., vol. 2, No. 18.

CLAIMANTS,

LEARNED & JOHNSON.

Nature of Claim :

In relation to work done on the Erie canal enlargement.

Legislative Action :

Assembly Journal, 1846. Petition presented, and referred to the committee on claims, Feb. 18, 397. Canal Board report received, March 21, 658. Committee on claims report adverse. Agreed to, April 2, 764.

CLAIMANT,

ISAAC LEDYARD.

Nature of Claim :

Legislative Action :

Assembly Journal, 1844. Papers taken from files and referred to the committee on claims, Jan. 19, 108. Committee report unfavorably and are discharged, Jan. 24, 140.

CLAIMANTS,

WILLIAM LEDYARD, JOHN B. MATTHEWS.

Nature of Claim :

For compensation for work done on Erie canal.

Legislative Action :

Assembly Journal, 1845. Petition presented and referred to the committee on claims, Feb. 25, 367. Sent to Canal Board, March 8, 468. Report received, March 25, 613. Assembly Doc., vol. 6, No. 201. Committee discharged, April 16, 836. Assembly Doc., vol. 6, No. 226.

Assembly Journal, 1847. Petition presented, and referred to the committee on canals, April 10, 762. Bill introduced, April 21, 967.

Assembly Journal, 1848. Papers referred to the committee on claims, Feb. 15, 378. Favorable report and bill introduced, March 8, 110. Assembly Doc., vol. 3, No. 110. Ordered to a third reading, March 29, 961. Bill passed, April 8, 1213.

Senate Journal, 1848. Bill received and referred, April 10, 587. Adverse report agreed to, April 11, 610.

Assembly Journal, 1849. Papers referred, Jan. 20, 183.

Senate Journal, 1849. Papers referred to the committee on claims, Jan. 19, 88. Adverse report agreed to, Jan. 29, 128.

CLAIMANT,

JOHN W. LEE.

*Nature of Claim :**Legislative Action :*

Assembly Journal, 1844. Petition presented and referred to the committee on claims, March 14, 491.

CLAIMANTS,

GEORGE F. LEITCH, HORACE DODGE.*Nature of Claim :*

For damages on account of State abandoning the old line of canal on Jordan level.

Legislative Action :

Assembly Journal 1850. Adverse report made by committee on canals, and agreed to, March 1, 521.

CLAIMANTS,

DAVID LIPE, JOHN KELLER, JOHN ROOT.*Nature of Claim :*

In relation to lands taken by the State.

Legislative Action :

Assembly Journal, 1846. Petition presented, and referred to the committee on grievances, March 25, 680.

Assembly Journal, 1847. Papers referred to the committee on grievances, Jan 14, 90.

Assembly Journal, 1848. Papers referred to the committee on grievances, Jan. 6, 39.

Assembly Journal, 1849. Papers referred to the committee on judiciary, March 1, 638.

Assembly Journal, 1850. Papers referred, Jan. 23, 192.

CLAIMANT,

JOHN C. LIPE.*Nature of Claim :*

For relief in consequence of the overflowing of his lands by the Mohawk river.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the committee on claims, Jan. 17, 95.

CLAIMANTS,

**WILLIAM LOGAN, WILLIAM BARBOW, WILLIAM
STUART.**

Nature of Claim :

In relation to building a lock on the Champlain canal at Fort Miller.

Legislative Action :

Assembly Journal, 1848. Petition presented and referred to the committee on claims, Feb. 3, 269.

Assembly Journal, 1849. Papers referred, Feb. 21, 545. Bill reported, March 3, 650. Bill passed, April 3, 1224.

Senate Journal, 1849. Bill received, and referred to the committee on claims, April 3, 529.

Senate Journal, 1850. Papers referred to the committee on claims, Jan. 23, 107. Adverse report agreed to, Feb. 9, 181. Sen. Doc. No. 67.

CLAIMANT,

HOLLOWAY LONG.

*Nature of Claim :**Legislative Action :*

Senate Journal, 1848. Bill introduced on leave, March 16, 325. Bill passed, April 8, 550.

Assembly Journal, 1848. Bill received, and referred to the committee on canals, April 8, 1219. Reported favorably, April 11, 1280. Bill passed, April 12, 1351.

CLAIMANT,

WILLIAM LOVEJOY.

Nature of Claim :

In relation to injuries received by his canal boat.

Legislative Action :

Assembly Journal, 1846. Petition presented and referred to the committee on claims, Feb. 2, 252. Adverse report made and agreed to, Feb. 4, 282.

CLAIMANT,

BETSEY LUDOVICK.*Nature of Claim :*

Asking compensation for lands ceded to Oneida Indians.

Legislative action :

Senate Journal, 1846. Petition presented and referred to the committee on Indian affairs, Jan. 30, 160. Bill introduced on favorable report, May 8, 646. Senate Doc. vol. 4, No. 137. Ordered to third reading, May 2, 658. Bill passed, May 11, 709.

CLAIMANTS,

HEIRS of JAMES LUMBARD.*Nature of Claim :*

For a release to them of the escheated estate of Amasa Kilson, a colored man.

Legislative Action :

Senate Journal, 1849. Petition presented, and referred to the committee on the judiciary, March 7, 315. Bill introduced, March 19, 393.

Assembly Journal, 1850. Papers referred to the committee on claims, Jan. 19, 85. Bill passed, April 9, 1264.

Senate Journal, 1850. Papers referred to the committee on claims, Jan. 19, 59. Referred to the committee on judiciary. Bill reported, Feb. 11, 188. Bill lost, March 27, 503.

CLAIMANT,
JANE MANDEVILLE.

Nature of Claim:

In relation to canal damages heretofore awarded her deceased husband.

Legislative Action:

Assembly Journal, 1849. Petition presented, and referred to the committee on claims, March 7, 695. Bill reported, March 26, 1032. Bill passed, April 4, 1258.

Senate Journal, 1849. Bill received and referred to the committee on claims, April 4, 559.

Assembly Journal, 1850. Papers referred to the committee on claims, Jan. 10, 85.

CLAIMANTS,

Heirs of JOHN JACOB MANG.

Nature of Claim:

In relation to land taken by the State.

Legislative Action:

Assembly Journal, 1844. Petition presented and referred to the committee on claims, Jan. 15, 86. Referred to the committee on the manufacture of salt, Jan. 26, 162. Adverse report made and agreed to, Feb. 17, 307.

Assembly Journal, 1845. Bill passed, March 25, 610.

Senate Journal, 1845. Bill referred to the committee on claims, April 3, 396. Adverse report made, April 21, 506. Senate Doc., vol. 3, No. 98.

Assembly Journal, 1846. Papers referred to the committee on the manufacture of salt, Jan. 13, 109. Adverse report made and agreed to, Jan. 24, 195.

Assembly Journal, 1848. Petition presented and referred to the committee on claims, Jan. 10, 64.

Assembly Journal, 1849. Bill introduced, Feb. 5, 325. Bill passed, March 14, 851.

Senate Journal, 1849. Bill received and referred to the committee on claims, March 16, 374. Bill passed, April 10, 659.

CLAIMANT,
ELIZA MANN.

Nature of Claim:

In relation to canal damages.

Legislative Action:

Assembly Journal, 1850. Petition presented and referred to the committee on claims, Jan. 31, 247.

CLAIMANT,
WILLIAM P. MANSFIELD.

Nature of Claim:

In relation to the appraisal of certain lands, and the release of a portion of the old Erie canal.

Legislative Action:

Assembly Journal, 1845. Petition presented and referred to the committee on grievances, Feb. 19, 335. Committee report adverse. Agreed to, March 15, 525.

Assembly Journal, 1849. Bill reported, March 19, 914. Bill passed, March 31, 1181.

Senate Journal. Bill received, and referred to the committee on claims, April 3, 538.

CLAIMANT,
ALBERT MARCELLUS.

Nature of Claim:

In relation to a horse lost by stepping through a bridge across the Erie canal at Lyons.

Legislative Action:

Assembly Journal, 1848. Petition presented, and referred to the committee on grievances, March 2, 524. Adverse report made and agreed to, March 10, 639. Assembly Doc., vol. 3, No. 123. Reconsidered and recommitted, March 11, 653. Bill, on leave, introduced March 13, 683. Adverse report, March 22, 810. Assembly Doc., vol. 5, No. 153.

CLAIMANT,
SILAS H. MARKS.

Nature of Claim :

Legislative Action :

Assembly Journal, 1849. Petition presented, and referred to the committee on claims, Feb. 24, 457. Favorable report, and bill introduced March 24, 840. Assembly Doc., vol. 5, No. 157.

CLAIMANTS,
WILLIAM J. MARLETT, ALBERT T. DUNHAM.

Nature of Claim :

For relief, arising out of contracts for locks 3, 8, 13, on the Erie canal enlargement.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the committee on claims, Jan. 11, 70. Sent to Canal Board, Jan. 23, 130. Report made, Feb. 1, 205. Assembly Doc., 1844, vol. 3, No. 56. Committee report and bill introduced, Feb. 27, 373. Assembly Doc., vol. 3, No. 97. Bill ordered to a third reading, April 8, 777. Bill passed, April 9, 791.

Senate Journal, 1844. Bill received from the Assembly, and referred to the committee on claims, April 10, 423. Favorable report made, April 15, 441. Bill ordered to a third reading, April 24, 513. Bill passed, April 25, 520.

Assembly Journal, 1849. Petition received, and referred Feb. 13, 428.

CLAIMANT,
SEYMOUR N. MARSH.

Nature of Claim :

For damages occasioned by the construction of the enlarged Erie canal.

Legislative Action :

Assembly Journal, 1846. Petition presented and referred to the committee on claims, Jan. 22, 170. Favorable report made and bill introduced, Feb. 11, 333. Recommended to the committee on claims, March 12, 572. Again favorably reported, March 14, 585. Ordered to a third reading, April 2, 769. Bill passed, April 9, 858.

Senate Journal, 1846. Bill received, and referred to the committee on claims, April 10, 458. Favorably reported, April 18, 499. Ordered to a third reading and passed, May 2, 580, 583.

CLAIMANT,

HARNEY J. MARTIN.

Nature of Claim :

For a law authorising the Comptroller to refund to him certain interest-moneys paid by him in advance, upon a loan office mortgage.

Legislative Action :

Petition presented, Jan. 17, 1844, 67. Same day referred to the committee on finance. Bill introduced Jan. 19, 1844. Senate Journal, 144, 72.

CLAIMANT,

NORRIS L. MARTIN.

*Nature of Claim :**Legislative Action :*

Assembly Journal, 1849. Petition presented, and referred to the committee on claims, Jan. 30, 235.

CLAIMANT,

THOMAS MARVIN.

Nature of Claim :

In relation to a horse lost in service of State in Delaware county

Legislative Action :

Senate Journal, 1846. Petition presented and referred to the committee on grievances, Jan. 29, 157. Sent to the committee on public expenditures, Jan. 31, 167. Bill introduced, March 7, 285.

Assembly Journal, 1848. Papers referred to the committee on claims, March 8, 618.

Senate Journal, 1850. Petition presented and referred to the committee on claims, Jan. 14, 64. Bill reported, Feb. 18, 215. Bill passed, April 3, 571.

Assembly Journal, 1850. Bill received and referred, April 3, 1096. Bill passed, April 9, 1275.

CLAIMANT,

NATHANIEL MATHER.

Nature of Claim :

In relation to a release from a lien of a certain mortgage in Chautauque county.

Legislative Action :

Senate Journal, 1849. Petition presented, and referred to the committee on the judiciary, Jan. 6, 36. Bill introduced, Jan. 20, 93. Bill passed, Jan. 31, 142.

Assembly Journal, 1849. Bill received and referred Feb. 1, 286.

CLAIMANT,

JOHN MATHIAS.

Nature of Claim :

In relation to damages on account of the obstruction of his mill by the Cayuga and Seneca canal.

Legislative Action :

Assembly Journal, 1848. Adverse report made and agreed to, March 18, 773.

CLAIMANT,
DAVID MATSON.

Nature of Claim :

In relation to injury done to a canal boat.

Legislative Action :

Assembly Journal, 1850. Petition presented, and referred to the committee on canals, Jan. 11, 92.

CLAIMANTS,
**JOHN MATTIMORE, WILLIAM GIBSON, JAMES VOS-
BURGH.**

Nature of Claim :

In relation to injuries received by being thrown from a canal bridge.

Legislative Action :

Assembly Journal, 1845. Petition presented and referred to the committee on grievances.

Assembly Journal, 1848. Papers referred to the committee on grievances, Jan. 15, 113. Referred to Canal Board, Feb. 3, 270.

CLAIMANT,
SIMEON MATTISON.

Nature of Claim :

For damages done to his lands by flooding from the Erie canal.

Legislative Action :

Senate Journal, 1844. Papers received from Assembly and referred to the committee on claims, Jan. 17, 68. Referred to committee on judiciary to ascertain what alteration and modification are necessary in the existing laws in relation to the appraisal of canal damages, Feb. 9, 139.

Senate Journal, 1845. Canal committee report a bill, An act providing for the payment of damages to real and personal estate, in consequence of the letting off the waters in the canal of this State, March 29, 371.

Assembly Journal, 1848. Petition presented, and referred to the committee on canals, Jan. 27, 192.

Assembly Journal, 1850. Papers referred to Canal Appraisers, March 3, 655. Report received, March 6, 686. Assembly Doc. vol. 3, No. 145.

CLAIMANT,

ROBERT McBRIDE.

Nature of Claim :

In relation to work done on Erie canal.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on canals, Sept. 28, 1526.

Assembly Journal, 1848. Papers referred to the committee on claims, March 21, 802.

Assembly Journal, 1849. Papers referred, Feb. 23, 562. Bill reported, March 29, 1110.

Assembly Journal, 1850. Papers referred to the committee on claims, Jan. 17, 141. Adverse report made and agreed to, Feb. 5, 287.

CLAIMANTS,

DENNIS McCARTHY, GROVE LAWRENCE, ASAHEL L. SMITH.

Nature of Claim :

In relation to the bond of the treasurer of Onondaga co.

Legislative Action :

Assembly Journal, 1849. Petition presented, and referred to the committee on grievances, Feb. 10, 401.

CLAIMANTS,

HORATIO T. McGEORGE, DAVY D. McGEORGE.

Nature of Claim :

For canal damages.

Legislative Action :

Assembly Journal, 1845. Petition presented, and referred to the committee on canals, Feb. 10, 277.

Assembly Journal, 1846. Petition presented, and referred to the committee on canals, Jan. 12, 93.

CLAIMANT,

LEVI MCKEAN.

Nature of Claim :

For remuneration for moneys deposited in the Court of Chancery.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on claims, Feb. 19, 328.

CLAIMANT,

JESSE MCKINLEY.

Nature of Claim :

In relation to his services as inspector of salt.

Legislative Action :

Assembly Journal, 1848. Petition presented and referred to the committee on claims, Feb. 23, 432.

Senate Journal, 1849. Papers referred to the committee on claims, Jan. 8, 41. Bill reported, Feb. 6, 164. Bill passed, March 6, 378.

Assembly Journal, 1849. Papers referred, Jan 20, 187. Bill reported and referred, March 17, 901. Bill passed, April 4, 1261.

CLAIMANTS,

SARAH MCKINSTER and TERRY B. GREENE, and wife.

Nature of Claim :

In relation to relief for canal damages.

Legislative Action :

Assembly Journal, 1844. Papers taken from files, Jan. 11, p. 72. Favorable report and bill introduced, Jan. 29, p. 174. Assembly

Doc., 1844, vol. 3, No. 45. Bill ordered to a third reading, March 18, p. 526. Bill passed, March 19, p. 544. A bill for her relief, passed also, May 1, p. 1017.

Senate Journal, 1844. Bill received from Assembly, and referred to the committee on canals, May 2, p. 593. Referred to the committee on claims, May 3, p. 605. Adverse report made, May 7, p. 679.

Assembly Journal, 1849. Papers referred, Jan. 20, 187. Bill reported, March 14, 838. Bill passed, April 3, 1233.

Senate Journal, 1849. Bill received and referred to the committee on claims, April 3, 529.

CLAIMANTS,

HELENA R. KEARNEY, J. M. SCOTT McKNIGHT, MARY A. ALLISON, JULIANA SMITH, heirs at law of Charles McKnight.

Nature of Claim :

For the payment of \$2,405, and interest due for the services of said Charles McKnight.

Legislative action :

Senate Journal, 1844. Petition presented and referred to the committee on claims, April 3, p. 383. Committee discharged; May 6, p. 651.

Senate Journal, 1845. Petition presented, and referred to the Attorney General, March 3, 252. Report received, March 13, 301. Senate Doc., vol. 2, No. 63. Adverse report made by committee and agreed to, March 25, 350. Senate Doc., vol. 2, No. 79. Reconsidered, March 28, 364.

Assembly Journal, 1845. Papers referred to the committee on claims, Jan. 14, 118. Adverse report made and agreed to, Jan. 23, 185. Recommitted to the committee on claims, Jan. 27, 220. Referred to the Attorney General, Feb. 9, 325. Attorney General's report received, April 20, 965. Assembly Doc., vol. 5, No. 196.

Assembly Journal, 1847. Papers referred to the committee on claims, Jan. 15, 98. Adverse report agreed to, Sept. 27, 1519.

Assembly Journal, 1848. Papers referred to the committee on claims, Jan. 7, 52.

Senate Journal, 1848. Papers referred to the committee on claims, Jan. 8, 47. Adverse report made and agreed to, Jan. 14, 66.

Senate Journal, 1849. Petition presented, and referred to the committee on claims, March 3, 296. Bill reported, April 2, 511. Senate Doc., No. 15. Bill passed, April 5, 570.

Assembly Journal, 1849. Bill received and ordered to a third reading, April 5, 1301. Bill passed, April 10, 1490.

CLAIMANT,

WILLIAM McLACHLIN.

Nature of Claim :

In relation to stone furnished for lock No. 7 of Erie canal enlargement.

Legislative Action :

Senate Journal, 1844. Petition presented, and referred to the committee on claims, Jan. 30, 178. Referred to Canal Board, Feb. 10, 266. Report received, March 4, 408. Assembly Doc. vol. 5, No. 109. Favorable report and bill introduced, April 11, 804.

Senate Journal, 1845. Petition presented, and referred to the committee on claims, Jan. 13, 53. Adverse report made and laid on table, Jan. 21, 84. Senate Doc. vol. 1, No. 12. Report recommit-
ted to committee, Jan. 24, 95. Adverse report again made and laid on the table, Feb. 6, 157. Senate Doc. vol. 1, No. 25. Bill, by consent, introduced, Feb. 7, 161. Ordered to third reading, April 25, 539. Bill passed, May 1, 574.

Assembly Journal, 1845. Bill received, and referred to the committee on claims, May 2, 992. Committee report adversely, May 6, 1056. Bill ordered to third reading, May 12, 1228. Bill passed, May 12, 1259.

CLAIMANTS,

ZALMAN J. McMASTER, JACOB S. MERRITT.

Nature of Claim :

For compensation for damages caused by fire in Sing Sing State Prison.

Legislative Action :

Senate Journal, 1844. Petition presented, and referred to the committee on claims, Jan. 31, 108. Adverse report made and agreed to, Feb. 5, 122. Report ordered printed. Senate Doc. vol. 1, No. 46.

CLAIMANT,

JAMES McNAIR.

Nature of Claim :

In relation to damages sustained by the inefficient construction of a culvert on the Genesee Valley canal.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on claims, Oct. 22, 1686. Bill reported, Dec. 10, 2118. Assembly Doc. vol. 8, No. 253. Bill passed, Dec. 14, 2215.

Senate Journal, 1847. Bill received and referred to the committee on claims, Dec. 15, 1012. Bill lost, Dec. 15, 1021.

CLAIMANT,

JOHN MEAD.

Nature of Claim :

In relation to damages sustained in the construction of the Erie canal enlargement.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on claims, Feb. 5, 226. Bill reported, Feb. 26, 370. Assembly Doc. vol. 2, No. 83.

Assembly Journal, 1848. Petition presented and referred to the committee on canals, Jan. 5, 37. Favorable report made, and bill introduced, Feb. 8, 310. Ordered to third reading, March 6, 588. Bill passed, March 7, 597.

Senate Journal, 1848. Bill received and referred to the committee on canals, March 7, 272. Bill passed, April 11, 632.

CLAIMANT,
JOHN MERIAM.

Nature of Claim :

In relation to work done on locks 17 and 18 of Erie canal enlargement.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the Canal Board, March 12, 472. Report made March 21, 563. Assembly Doc., vol. 5, No. 138. Bill introduced March 27, 640.

Assembly Journal, 1845. Petition presented, and referred to the committee on claims, Jan. 22, 131. Adverse report made and laid on table, Feb. 4, 231.

Assembly Journal, 1846. Petition presented and referred to the committee on claim, Jan. 20, 162. Favorable report and bill introduced, Jan. 23, 185. Assembly Doc., vol. 2, No. 38. Bill passed, April 7, 820.

Senate Journal, 1846. Bill received from Assembly and referred to the committee on claims, April 7, 439. Bill passed, May 7, 639.

CLAIMANT,
Heirs of SAMUEL MERRY.

Nature of Claim :

Relation to proceeds of forfeited lot of land by him discovered.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the Commissioners of land office.

CLAIMANT,
MARIA MILLER.

Nature of Claim :

For compensation for land and water privileges taken by the State for a weigh-lock in Utica.

Legislative Action :

Assembly Journal, 1850. Petition presented, and referred to the committee on canals. Canal Commissioners report, Feb. 18, 393. Assembly Doc. No. 103. Bill introduced, March 1, 520. Resolutions of enquiry to Canal Commissioners to be answered at the next session. Adopted, March 1, 520. Bill passed, March 29, 1029.

Senate Journal, 1850. Bill received and referred to the committee on claims, April 1, 1850. Adverse report, tabled April 6, 644. Bill lost, April 10, 775.

CLAIMANT,

JOEL P. MILLINER.

Nature of Claim :

In relation to damages incurred by a canal boat.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on canals, Oct. 4, 1569. Referred to Canal Commissioners, Oct. 13, 1610.

CLAIMANT,

WARREN MILLS.

Nature of Claim :

In relation to building a lock on the Chemung canal.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on canals, Sept. 13, 1433. Bill introduced, Sept. 23, 1499. Assembly Doc., vol. 7, No. 204. Bill passed, Oct. 12, 1602.

Senate Journal, 1847. Bill received from Assembly, and referred to the committee on claims, and ordered to third reading, Oct. 13, 739. Bill passed, Oct. 14, 745.

CLAIMANTS,

WILLIAM A. MILLS and HEZEKIAH JOHNSON.*Nature of Claim :*

In relation to damages arising from a breach in the Genesee Valley canal.

Legislative Action :

Assembly Journal, 1846. Petition presented, and referred to the committee on claims, Feb. 16, 377. Referred to the committee on judiciary, March 30, 726. Bill introduced, April 1, 757. Bill passed, April 9, 857.

Senate Journal, 1846. Bill received, and referred to the committee on claims, April 10, 458. Favorably reported, April 18, 499. Ordered to third reading, May 8, 657.

Assembly Journal, 1847. Petition presented and referred to the committee on canals, March 15, 497. Bill introduced, March 17, 522. Assembly Doc., vol. 4, No. 112. Bill passed, Nov. 19, 1885.

Senate Journal, 1847. Bill received and referred to the committee on claims, Nov. 19, 873. Favorably reported, Nov. 23, 885. Ordered third reading, Dec. 13, 995. Bill passed, Dec. 14, 1008.

CLAIMANT,

MARINUS W. MINER.*Nature of Claim :*

For relief in consequence of the change of the channel of the Genesee river by the construction of the Genesee Valley canal.

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to the committee on claims, Jan. 11, 70. Adverse report made and agreed to, Feb. 9, 261.

Senate Journal, 1849. Petition for the payment of interest on protested drafts presented, and referred to the Canal Board, Feb. 23, 249.

CLAIMANT,
JAMES MITCHELL.

Nature of Claim :

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the committee on grievances, Feb. 3, 211. Adverse report, and committee discharged, Feb. 19, 314.

CLAIMANT,
JOHN MOORE.

Nature of Claim :

To be discharged from certain rent of land.

Legislative Action :

Assembly Journal, 1846. Petition presented and referred to the committee on public lands, Jan. 12, 92. Bill introduced, Jan. 29, 231. Bill passed, Feb. 20, 416.

Senate Journal, 1846. Bill received from Assembly and referred to the committee on finance, Feb. 21, 238. Favorable report and bill, ordered to a third reading, March 2, 204. Bill passed, March 7, 288.

CLAIMANT,
ZEBULON MOORE.

Nature of Claim :

In relation to losses incurred in the construction of eleven locks on the Crooked lake canal.

Legislative Action :

Senate Journal, 1849. Petition presented, and referred to the committee on claims, Jan. 11, 44. Bill reported, Jan. 19, 86. Sen. Doc. No. 12. Bill passed, Jan. 31, 141.

Assembly Journal, 1848. Bill received and referred, Feb. 1, 286. Bill passed, March 22, 968.

Assembly Journal, 1850. Papers referred, Jan. 21, 167. Bill passed, March 14, 716.

Senate Journal, 1850. Bill received and referred to the committee on claims, March 15, 372. Bill passed, April 4, 599.

CLAIMANT,

JOHN MOOT.

Nature of Claim :

In relation to the Oneida Purchase of 1840.

Legislative Action :

Senate Journal, 1846. Petition presented and referred to the Commissioners of Land Office, Jan. 7, 63. Report received, Jan. 14, 86. Senate Doc. vol. 1, No. 8. Bill introduced, Jan. 21, 108. Ordered to third reading, Jan. 26, 158.

Assembly Journal, 1846. Bill received and referred to the committee on claims, Jan. 28, 227. Reported favorably, Jan. 29, 231. Bill ordered to third reading, April 3, 760. Bill passed, April 29, 1034.

CLAIMANT,

AUGUSTUS MORGAN.

Nature of Claim :

In relation to injuries received by a defective canal bridge.

Legislative Action :

Senate Journal, 1848. Petition presented, and referred to a select committee, March 16, 322. Adverse report agreed to, April 10, 593.

Senate Journal, 1850. Papers referred to the committee on claims, Jan. 8, 49. Bill introduced, Jan. 24, 111. Bill lost, Feb. 12, 196. Reconsidered, Feb. 13, 199. Bill passed, Feb. 28, 266.

Assembly Journal, 1850. Bill received, and referred to the committee on canals, Feb. 28, 495. Adverse report made, March 12, 671. Bill passed, March 30, 1047.

CLAIMANT,
ELISHA D. MOSES.

Nature of Claim:

For interest on a draft for canal damages.

Legislative Action:

Assembly Journal, 1849. Petition presented, and referred to the committee on canals, Jan. 4, 39. Adverse resolution agreed to, March 28, 1062.

Assembly Journal, 1850. Petition presented, and referred to the committee on grievances, Jan. 16, 131.

CLAIMANT,
DAVISON MOSHIER.

Nature of Claim:

In relation to damages sustained by raising the water in the Crooked Lake Canal.

Legislative Action:

Assembly Journal, 1848. Petition presented, and referred to the committee on claims, Jan. 25, 176.

Assembly Journal, 1849. Papers referred, Feb. 10, 411. Bill introduced, Feb. 19, 514. Bill passed, April 2, 1207.

Senate Journal, 1849. Bill received and referred, April 3, 521.

Assembly Journal, 1850. Petition presented, and referred to the committee on claims, Jan. 19, 150. Bill reported, March 5, 573. Bill passed, March 29, 1024.

Senate Journal, 1850. Bill received and referred to the committee on claims, April 1, 546. Adverse report agreed to, April 6, 644.

CLAIMANT,
J. B. MOSS.

Nature of Claim:

In relation to work done on Erie Canal Enlargement.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the Canal Commissioners, May 7, 1244. Report made, Sept. 11, 1427. Assembly Doc., vol. 7, No. 185.

Senate Journal, 1850. Petition presented, and referred to the committee on claims, Feb. 18, 215. Referred to Canal Board, March, 11, 342. Canal Board report, March 20, 410. Senate Doc., No. 86.

CLAIMANTS,

The heirs of Thomas Mott.*Nature of Claim :*

For compensation for revolutionary service.

Legislative Action :

Assembly Journal, 1844. Papers taken from files and referred to the committee on claims, Feb. 15, p. 296. Favorable report and bill introduced, Feb. 20, p. 319. Bill ordered to a third reading, April 8, p. 778. Bill passed, April 9, p. 782.

Senate Journal, 1844. Bill received from the Assembly and referred to the committee on the judiciary, April 10, p. 422. Referred to the committee on claims, April 15, p. 442. Adverse report made, April 16, p. 449. Sent back to the committee on claims, April 18, p. 464. Committee discharged, May 3, p. 600.

Assembly Journal, 1845. Papers referred to the committee on claims, Jan. 15, p. 96. Bill introduced, March 4, 429. Assembly Doc., vol. 4, No. 134. Ordered to a third reading, April 29, 973. Bill passed, May 5, 1050.

Senate Journal, 1845. Bill received from Assembly, and referred to the committee on claims, May 6, 622.

Assembly Journal, 1846. Papers referred to the committee on claims, Jan. 8, 76. Favorable report made and bill introduced, Feb. 6, 299. Bill ordered to a third reading, April 9, 854. Bill passed, May 6, 1145.

Senate Journal, 1846. Bill received, and referred to the committee on claims, May 7, 528.

Assembly Journal, 1847. Papers referred to the committee on claims, Jan. 6, 24. Bill introduced, Jan. 25, 148. Assembly Doc., vol. 1, No. 33. Bill passed, April 15, 821.

Senate Journal, 1847. Bill received from Assembly, and referred to the committee on claims, Sept. 11, 659. Reported for the consideration of the Senate, Nov. 18, 864. Ordered to a third reading, Dec. 6, 944. Lost and reconsidered, Dec. 7, 944. Bill again lost, Dec. 11, 978.

Assembly Journal, 1848. Papers referred, Jan. 27, 204.

Senate Journal, 1848. Papers referred to the committee on claims, Jan. 26, 111. Bill reported, March 3, 252.

Assembly Journal, 1849. Papers referred, Jan. 5, 54.

Senate Journal, 1849. Papers referred, Jan. 5, 35.

CLAIMANT,

WASHINGTON JEFFERSON MOWRY.

Nature of Claim:

For canal damages.

Legislative Action:

Assembly Journal, 1844. Petition presented, and referred to the committee on claims, Jan. 9, 58. Bill introduced and referred to the committee on claims, Jan. 12, 77. Referred to Canal Board, Jan. 27, 169. Report made Feb. 2, 210. Assembly Doc., 1844, vol. 3, No. 49. Committee on claims made favorable report, and bill introduced, Feb. 10, 267. Bill ordered third reading, March 18, 528. Bill passed, March 19, 539.

Senate Journal, 1844. Bill received from Assembly, and referred to the committee on claims, March 19, 280. Favorable report made on bill. Ordered to third reading, March 21, 288. Bill passed, March 21, 295. Laws of 1844. chap. 63, 53.

CLAIMANTS,

ALFRED MUNSON, MARTIN HART, JAMES SAYRE, ALANSON HOUSE.

Nature of Claim:

Arising out of acts of Robert McBride.

Legislative Action :

Senate Journal, 1844. The petitions, papers and bill obtained from the Assembly, Jan. 5, 1844, 33. Referred to the committee on claims, Jan. 8, 39. Bill introduced, Jan. 22, 1844, 80. Report ordered printed. Senate Doc., 1844, vol. 1, Doc. 24.

Senate Journal, 1845. Papers referred to the committee on claims, Jan. 10, 60. Favorable report made, and bill introduced, Jan. 15, 70. Bill rejected, April 25, 537.

Senate Journal, 1846. Papers referred to the committee on claims, Jan. 7, 65. Adverse report laid on table, Jan. 21, 109. Senate Doc., vol. 1, No. 19.

Assembly Journal, 1847. Bill received and referred to the committee on canals, April 17, 908. Committee report adversely, April 21, 967, Nov. 13, 1813. Bill passed Dec. 2, 2020.

CLAIMANT,

EBENEZER MURDOCK.

Nature of Claim :

In relation to the Bank of Niagara.

Legislative Action :

Senate Journal, 1846. Petition presented and referred to the Comptroller, Feb. 27, 257. Report received March 6, 283. Senate Doc., vol. 3, No. 77. Bill reported, March 9, 291. Bill passed, March 23, 364.

Assembly Journal, 1846. Bill received from Senate, and referred to the committee on claims, March 24, 673. Reported favorably, March 26, 693. Ordered to a third reading, April 16, 929. Bill passed, May 12, 1320.

CLAIMANT,

GEORGE W. MURRAY.

Nature of Claim :

For the refunding certain taxes in Clinton county, on lots 106, 108, in township 4, old military tract.

Legislative Action :

Senate Journal, 1846. Petition presented and referred to the committee on claims, Jan. 19, 96. Adverse report made and agreed to, Jan. 22, 112. Senate Doc., vol. 1, No. 22.

Senate Journal, 1847. Papers referred to the committee on claims, Jan. 9, 28. Referred to the Comptroller, Jan. 11, 32. Adverse report made and agreed to, Feb. 1, 93. Recommitted to the committee on claims, Feb. 11, 128. Senate refused to instruct committee to report a bill, March 1, 179. Bill reported and ordered to third reading, April 17, 381. Senate Doc., vol. 3, No. 88. Bill lost, May 7, 569.

Senate Journal, 1848. Bill introduced, Feb. 9, 168. Lost, and reconsidered, March 23, 381. Bill passed, March 24, 392.

Senate Journal, 1848. Bill received and referred to the committee on ways and means, March 25, 878. Favorably reported, March 29, 953.

Senate Journal, 1849. Bill introduced, Jan. 6, 36. Senate Doc., No. 13. Bill passed, Jan. 31, 141.

Assembly Journal, 1849. Bill received and referred, Feb. 1, 286. Bill passed, April 5, 1306.

CLAIMANTS,

JOHN B. MURRAY and JOHN M. OGDEN.

Nature of Claim :

For relief concerning the appropriation of the Mount Morris dam by the State.

Legislative Action :

Assembly Journal, 1845. Petition presented and referred to the committee on claims, Jan. 15, 92.

Assembly Journal, 1849. Petition presented and referred, Feb. 10, 401. Adverse report made, Feb. 15, 470.

CLAIMANT,

MARY MURRAY, and others.

Nature of Claim :

For relief from damages occasioned by the construction of the Genesee Valley canal.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the committee on claims, Jan. 13, 79. Sent to the Canal Board, Jan. 15, 88. Canal Board report, Jan. 19, 110. Assembly Doc. vol. 1, No. 22. Committee report favorably and bill introduced, Feb. 2, 207. Bill ordered to third reading, March 18, 528. Bill passed, March 19, 540.

Senate Journal, 1844. Bill received from Assembly and referred to the committee on claims, March 20, 282. Favorable report made, March 26, 319. Bill passed, April 23, 502.

Assembly Journal, 1845. Bill introduced, March 7, 455. Ordered to third reading, April 14, 822. Bill passed, April 26, 961.

Senate Journal, 1845. Bill received from Assembly, and referred to the committee on claims, April 28, 549. Favorable report made, April 29, 555. Ordered to a third reading, May 3, 586. Bill passed, May 8, 653.

Senate Journal, 1848. Petition presented and referred to the committee on claims, Jan. 8, 48.

Assembly Journal, 1849. Papers referred Feb. 19, 520. Bill reported, February 26, 581. Assembly Doc. vol. 3, No. 128. Bill passed, March 3, 654.

Senate Journal, 1849. Bill received and referred to the committee on claims, March 5, 307. Bill passed, April 10, 653.

CLAIMANT,

AMOS W. MUZZY.

Nature of Claim :

In relation to costs and expenses incurred in reclaiming in Pennsylvania a fugitive from State Prison.

Legislative Action :

Senate Journal, 1847. Petition presented and referred to the committee on claims, Jan. 19, 55. Adverse report laid on the table, Feb. 8, 114. Senate Doc. vol. 1, No. 37.

Assembly Journal, 1848. Papers referred to the committee on claims, Jan. 29, 229. Favorable report and bill introduced, Feb. 17, 391. Assembly Doc. vol. 3, No. 62. Ordered to third reading, March 7, 607. Bill passed, March 8, 613.

Senate Journal, 1848. Bill received and referred to the committee on claims, March 8, 278. Bill passed, March 23. 375.

CLAIMANT,
JOHN MYERS.

Nature of Claim :
For canal damages.

Legislative Action :
Senate Journal, 1845. Papers referred to the committee on claims, Feb. 14, 148. Adverse report made and agreed to, March 8, 224.
Senate Journal, 1847. Bill introduced and ordered to third reading, Oct. 15, 748. Bill passed, Oct. 15, 752.
Assembly Journal, 1847. Bill referred to the committee on canals, Oct. 15, 1638.

CLAIMANT,
HENRY NEEJER.

Nature of Claim :
In relation to the diversion of the waters of the Black river.

Legislative Action :
Senate Journal, 1850. Petition presented, and referred to the committee on claims, Jan. 18, 911.

CLAIMANT,
WILLIAM NEWTON.

Nature of Claim :
For a rehearing before the Canal Board.

Legislative Action :
Assembly Journal, 1847. Adverse report made and agreed to, Feb. 9, 253.

CLAIMANTS,

**JAMES NICHOLS, JOHN C. HAYT, ROBERT LANE,
HORACE G. PHELPS, BENAJAH P. BAILEY, JOHN
A. HAYT.**

Nature of Claim :

In relation to damages occasioned by the construction of the Chemung canal.

Legislative Action :

Assembly Journal, 1848. Petition presented and referred to the committee on canals, Jan. 18, 128. Referred to Canal Board, Feb. 7, 306. Report made, March 27, 918. Assembly Doc., vol. 5, No. 170. Favorable report made and bill introduced, March 31, 1007. Bill passed, April 7, 1168.

Senate Journal, 1848. Bill received, and referred to committee on claims, April 7, 340. Bill passed, April 10, 601.

CLAIMANT,

JOHN NICHOLS.

Nature of Claim :

In relation to losses sustained in building a bridge over the Seneca river.

Legislative Action :

Assembly Journal, 1849. Petition presented and referred to the committee on claims, March 13, 815.

CLAIMANT,

NICHOLAS NICHOLSON.

Nature of Claim :

For reappraisal of his damages on the Genesee Valley canal, in the town of Caneadea.

Legislative Action :

Senate Journal, 1846. Petition presented, and referred to the committee on grievances, March 3, 268. Adverse report agreed to, March 17, 329. Senate Doc., vol. 3, No. 94.

CLAIMANT,
DANIEL NIGHT.

Nature of Claim :

Legislative Action :

Assembly Journal, 1845. Petition presented and referred to the committee on grievances, Jan. 14, 85. Adverse report made and agreed to, March 7, 456.

Assembly Journal, 1846. Petition presented and referred to the committee on claims, Jan. 27, 211.

CLAIMANT,
JOHN NILES.

Nature of Claim :

In relation to Kingsley Brook Reservoir.

Legislative Action :

Assembly Journal, 1847. Bill introduced by leave, Jan. 14, 88. Bill introduced, Jan. 25, 147. Assembly Doc., vol. 1, No. 31. Bill passed, April 15, 816.

Senate Journal, 1847. Bill received, and referred to the committee on claims, April 15, 373. Reported favorably, and ordered to a third reading, April 20, 295. Bill passed, April 20, 406.

Assembly Journal, 1849. Petition presented, Jan. 14, 120. Bill passed, Feb. 13, 436.

Senate Journal, 1849. Bill received and referred to the committee on claims, Feb. 13, 205.

CLAIMANT,
WILLIAM W. NILES.

Nature of Claim :

For compensation for the destruction of his buildings at Astoria.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on grievances, Oct. 14, 1615. Adverse report made and agreed to, Nov. 12, 1794.

Assembly Journal, 1848. Papers referred to the committee on grievances, Jan. 11, 63. Favorable report made, Jan. 19, 136. Assembly Doc., vol. 2, No. 19. General bill introduced, Jan. 21, 158. General bill ordered to a third reading, Feb. 21, 430. Petition for a select committee to examine, referred to the committee on grievances, Feb. 23, 434. A select committee ordered, March 11, 655. Committee discharged, March 15, 717. Referred to a select committee again, March 15, 720. Adverse report made by majority, and favorable by minority, and bill introduced, March 23, 825. Ordered to a third reading, March 30, 999. Bill lost, April 6, 1131.

Senate Journal, 1848. Petition presented, and referred to a select committee to report at next session, April 11, 608.

Senate Journal, 1849. Report of select committee of investigation made, Jan. 22, 68. Bill introduced, March 5, 305. Senate Doc., No. 31. Bill ordered to a third reading, April 4, 560.

Senate Journal, 1850. Papers referred to the committee on grievances, Jan. 10, 55. Bill introduced, Jan. 17, 86. Enacting clause stricken out, Feb. 7, 170. Reconsidered Feb. 8, 178. Attorney General's opinion required, Feb. 12, 195. Report received, Feb 18, 216. Referred to a select committee, March 6, 314. Bill reported, March 15, 379. Senate Doc., No. 82. Bill lost, April 4, 588. Motion to reconsider tabled.

CLAIMANT,

NORMAN NORTHERUP.

Nature of Claim:

In relation to the overflowing of the Erie Canal.

Legislative Action:

Assembly Journal, 1849. Petition presented, and referred, Feb. 26, 578.

Assembly Journal, 1850. Bill introduced, Feb. 26, 463. Bill passed, March 29, 1031.

Senate Journal, 1850. Bill referred to the committee on claims, April 15, 46. Adverse report agreed to, April 6, 644.

CLAIMANTS,

**J. NOTTINGHAM, WILLIAM H. TROWBRIDGE,
RANSOM JULIAND.**

Nature of Claim:

In relation to damages sustained by canal boat Helen Adela, of Palmyra, on the Erie canal.

Legislative Action:

Assembly Journal, 1850. Petition presented, and referred to the committee on canals, Jan. 18, 143.

CLAIMANT,

ALLEN NOURS.

Nature of Claim:

That a portion of the Genesee river may be released to him.

Legislative Action:

Assembly Journal, 1848. Papers referred to the committee on claims, Jan. 12, 82. Referred to the committee on public lands, Jan. 18, 129. Adverse report made and agreed to, Feb. 4, 281.

CLAIMANT,

THOMAS NOYES.

Nature of Claim:

Legislative Action:

Assembly Journal, 1845. Petition presented and referred to the committee on claims, March 12, 488. Bill introduced and committee report favorably, March 14, 305. Ordered to third reading, April 30, 982. Bill passed, May 7, 1109.

Senate Journal, 1845. Bill received from Assembly and referred to the committee on claims, May 7, 636. Reported unfavorably, May 10, 685.

CLAIMANT,
JOSEPH OGDEN.

Nature of Claim :

For relief from damages done to his farm by the overflow of the waters of the Chenango canal.

Legislative Action :

Senate Journal, 1850. Petition presented and referred to the committee on grievances, Jan. 8, 39. Bill reported, Jan. 14, 65. Bill passed, Jan. 25, 126.

Assembly Journal, 1850. Bill received and referred to the committee on claims, Jan. 26, 216. Bill passed, March 15, 738.

CLAIMANTS,
MORDECAI OGDEN and JOHN DURFY.

Nature of Claim :

In relation to locks 13, 36 and 37, on the Chemung canal.

Legislative Action :

Assembly Journal, 1846. Petition presented, and referred to the committee on claims, March 9, 529. Favorable report and bill introduced, March 11, 560. Bill passed, April 23, 1019.

Senate Journal, 1846. Bill received, and referred to the committee on claims, April 24, 543. Referred to Canal Commissioners, April 30, 555. Report received, May 6, 618. Senate Doc., vol. 4, 136. Ordered to third reading, May 7, 636. Bill passed, May 11, 712.

CLAIMANT,
HENRY OHLINE.

Nature of Claim :

In relation to a dam across the Schoharie creek.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on claims, Feb. 24, 355.

CLAIMANT,
JOHN OLIPHANT.

Nature of Claim :

For an allowance for services as clerk to the Canal Appraisers.

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to the committee on claims, Feb. 3, 211. Favorable report made and bill introduced, Feb. 9, 261. Bill ordered third reading, March 18, 528. Bill passed, March 19, 539.

Senate Journal, 1844. Bill received from Assembly, and referred to the committee on canals, March 19, 280. Sent to the committee on claims, March 21, 293. Adverse report made, March 22.

Assembly Journal, 1845. Papers referred to the committee on claims, Jan. 14, 89. Adverse report agreed to, March 4, 429.

CLAIMANT,
SILAS OLMSTEAD.

Nature of Claim :

To be relieved from a judgment obtained against him.

Legislative Action :

Assembly Journal, 1848. Petition presented and referred to the committee on ways and means, Jan. 29, 229. Bill passed.

Senate Journal, 1848. Bill received and referred to the committee on claims, March 7, 270. Bill passed, March 30, 459.

CLAIMANTS,
ONEIDA LAND PURCHASERS.

Nature of Claim :

Release or relief in their contract of purchase.

Legislative Action :

Assembly Journal, 1845. Petition presented, Jan. 14, 83. Bill passed, March 7, 458.

Senate Journal, 1845. Bill received and referred to the committee

on finance, March 7, 279. Senate Doc., No. 58. Bill passed, March 29, 377.

Assembly Journal, 1846. Petition presented, Jan. 15, 122. Bill reported, March 26, 696. Bill passed, April 29, 1005. Supplementary bill passed, May 12, 1327.

Senate Journal, 1846. Bill received and referred to the committee on finance. Senate Doc., No. 9. Bill passed, May 8, 652. Bill to amend this law passed, May 12, 734.

Assembly Journal, 1847. Bill introduced, March 8, 467. Bill passed, April 29, 1093.

Senate Journal, 1847. Bill received, and referred to the committee on claims, April 29, 482. Bill passed, May 11, 621.

In 1848, Messrs. Vedder & Metoxen petitioned for relief on account of these lands.

Assembly Journal, 1849. Bill introduced, Feb. 6, 347. Bill passed, March 31, 1176.

Senate Journal, 1849. Bill received and referred to the committee on finance, April 2, 514. Bill passed, April 11, 694.

Assembly Journal, 1850. Petition presented, and referred to the committee on canals, Jan. 9, 75. Bill passed, March 14, 697.

Senate Journal, 1850. Bill received and referred to the committee on finance, March 14, 369. Reported complete, April 5, 640. Bill passed, April 6, 667.

CLAIMANT,

HENRY B. OPP.

Nature of Claim :

In relation to a break in the Dansville branch of the Genesee Valley canal.

Legislative Action :

Assembly Journal, 1848. Papers referred to the committee on claims, Jan. 18, 133. Favorable report made and bill introduced, Feb. 5, 290. Assembly Doc. vol. 2, No. 48. Ordered to a third reading, Feb. 17, 447. Bill passed, Feb. 24, 454.

Senate Journal, 1848. Bill received and referred to the committee on canals, Feb. 22, 222. Bill passed, April 3, 507.

CLAIMANT,

LEAKE & WATTS ORPHAN HOUSE.*Nature of Claim :*

Under the will of John G. Leake, to certain escheated lands.

Legislative Action :

Assembly Journal, 1845. Petition presented and referred, Jan. 22, 131. Committee discharged. Assem. Doc. vol. 6, 210. Minority report, Assembly Doc. vol. 6, 215.

Assembly Journal, 1846. Papers referred to a select committee, Jan. 16, 141. See report made by Mr. Daly, Mr. McMurray, Mr. Crosby.

CLAIMANT,

ABIJAH OSBORN.*Nature of Claim :*

In relation to work done on the Erie canal enlargement.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on claims, Jan. 13, 71. Bill introduced, Feb. 15, 301. Canal Board report, Sept. 24, 1502. Assembly Doc. vol. 7, No. 209.

CLAIMANT,

JASON C. OSGOOD.*Nature of Claim :*

For relief for damages sustained by the suspension of his job, and refusal of the engineer to estimate his labor on the Oneida River improvement, asking for a law authorising the Canal Board to investigate the matter and allow him his damage.

Legislative Action :

Senate Journal, 1844. Petition presented and referred to the committee on claims, Jan. 5, 32. Referred to Canal Board, Feb. 3, 117. Canal Board made report, Feb. 15, 153. Senate Doc. vol. 2, No. 59. Committee on claims made adverse report—laid on the table, March 8, 224.

CLAIMANTS,

JASON S. OSGOOD and DANIEL F. KELLOGG.*Nature of Claim:*

For relief for damages sustained on their job of under water excavation on the Oneida river improvement, occasioned by raising the water of the river for the purpose of the Oswego canal.

Legislative Action :

Senate Journal, 1844. Petition presented Jan. 5, 32. Referred same day to the committee on claims. Referred to Canal Board, Feb. 3, 117. Canal Board made report, Feb. 15, 152. Senate Doc., vol. 2, No. 58. Bill introduced, March 8, 225. Enacting clause struck out, April 24, 509.

Senate Journal, 1845. Papers referred to the committee on claims, Jan. 14, 67. Bill introduced, Feb. 6, 156. Bill ordered to third reading, March 4, 256. Bill passed, March 4, 262.

Assembly Journal, 1845. Bill received from Senate and referred to the committee on canals, March 4, 435. Reported favorably, March 22, 586. Ordered to third reading, April 29, 973. Bill passed, May 7, 1109.

CLAIMANT,**JAMES C. OTT.***Nature of Claim:*

For canal damages.

Legislative Action :

Assembly Journal, 1846. Petition presented, and referred to the committee on claims, March 5, 289. Canal Board report received, March 13, 575. Adverse report agreed to, March 28, 728. Re-committed, April 10, 795. Bill introduced, April 6, 803. Bill ordered to third reading, April 16, 928. Bill passed, April 29, 1052.

Senate Journal, 1846. Bill received from Assembly, and referred to the committee on claims, April 30, 560. Bill ordered to third reading, May 7, 633. Bill passed, May 11, 702.

CLAIMANT,
ERASTUS PAGE.

Nature of Claim :

For canal damages.

Legislative Action :

Senate Journal, 1847. Petition presented, and referred to the committee on claims, Dec. 13, 1885. Bill reported and passed, Dec. 13, 1894.

Assembly Journal, 1847. Bill received and referred to the committee on claims, Dec. 14, 1883. Bill passed, Dec. 14, 1891.

CLAIMANT,
WILLIAM PAIGE.

Nature of Claim :

Injuries from defective construction of canal.

Legislative Action :

Senate Journal, 1844. Papers referred to the committee on claims, Jan. 19, 1873. Bill introduced, Jan. 22, 1880. Report ordered printed. Senate Doc., 1844, vol. 1 Doc. 25. Bill passed and sent to Assembly, Jan. 29, 1884.

Assembly Journal, 1849. Bill received from Senate and referred to the committee on claims, Jan. 29, 1877. Committee report favorable, Jan. 31, 1887. Bill ordered to third reading, March 18, 1886. Bill passed, March 19, 1886. Laws of 1844, Chap. 67, 55.

CLAIMANT,
ABIAL PAINE.

Nature of Claim :

For canal damages.

Legislative Action :

Assembly Journal, 1844. Papers taken from files and referred to the committee on claims, Jan. 9, p. 61. Favorable report and bill

introduced, Jan. 24, p. 139. Bill ordered to a third reading, March 4, p. 408. Bill passed, March 5, p. 429.

Senate Journal, 1844. Bill received from Assembly and referred to the committee on canals, March 7, p. 217. Sent to the committee on claims, March 9, p. 231. Adverse report made, March 11, p. 233.

Assembly Journal, 1845. Papers referred to the committee on claims, Jan. 16, p. 101. Bill introduced, Jan. 30, 189. Ordered to a third reading, April 10, 775. Bill passed, April 15, 833.

Senate Journal, 1844. Bill received from the Assembly, and referred to the committee on claims, April 16, 475. Adverse report made, May 6, 609.

Assembly Journal, 1846. Papers referred to the committee on claims, Jan 13, 106. Favorable report and bill introduced, Jan. 20, 166. Assembly Doc., vol. 1, No. 26. Ordered to a third reading, March 12, 570. Bill passed, April 7, 819.

Senate Journal, 1846. Bill received from Assembly, and referred to the committee on claims, April 7, 489. Reported favorably, April 15, 473.

Assembly Journal, 1847. Papers referred to the committee on claims, Jan. 8, 42. Bill introduced, Jan. 14, 88. Bill passed, April 15, 817.

Senate Journal, 1847. Bill received and referred to the committee on claims, April 15, 373. Reported favorably, and ordered to a third reading, April 20, 396. Bill passed, April 20, 409.

CLAIMANT,

HORACE PARMELEE.

Nature of Claim:

For relief, growing out of the construction of lock 47, Erie Canal Enlargement.

Legislative Action:

Assembly Journal, 1844. Petition presented, and referred to the committee on claims, Jan. 20, p. 114. Committee report unfavorably and petition referred to the Canal Board, Jan. 24, p. 140. Report made, Jan. 30, p. 183. Assembly Doc., 1844, vol. 3, No. 46.

CLAIMANT,
D. P. PARSON.

Nature of Claim:

In relation to canal damages.

Legislative Action :

Assembly Journal, 1845. Papers referred to the committee on claims, Feb. 1, p. 210.

CLAIMANT,
JOHN L. PEAKE.

Nature of Claim:

For the revolutionary services of James Douglass.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on claims, April 29, 1863. Referred to the Commissioners of the Land Office, Dec. 10, 1863.

Assembly Journal, 1848. Papers referred to the committee on claims, Jan. 26, 1861.

CLAIMANT,
WILLIAM PECK.

Nature of Claim:

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the committee on claims, March 14, p. 491.

CLAIMANT,
**RICHARD PERKINS, WILLIAM M. SMITH, JOSEPH
U. BLOOD.**

Nature of Claim:

In relation to their acts as trustees of a school district.
[Senate, No. 5.]

Legislative Action :

Senate Journal, 1845. [Petition presented and referred to the committee on claims, Feb. 19, 208. Bill passed, April 5, 414.

Assembly Journal, 1845. Bill received from the Senate and referred to the committee on claims, April 7, 729. Reported favorably, April 9, 754. Bill passed, April 9, 765.

CLAIMANT,

JOSEPH PERRINE.

Nature of Claim :

For relief in consequence of injury sustained by canal boat "E. P. Wentworth."

Legislative Action :

Assembly Journal, 1845. Petition presented and referred to the committee on claims, Jan. 16, 99. Favorable report made and bill introduced, Jan. 21, 128. Bill ordered to a third reading, Feb. 10, 282. Bill passed Feb. 11, 288.

Senate Journal, 1845. Bill received from Assembly, and referred to the committee on claims, Feb. 11, 178. Adverse report made, Feb. 21, 217. Committee's report to strike out the enacting clause, laid on the table, May 2, 581.

Assembly Journal, 1846. Papers referred to the committee on claims, March 31, 741. Adverse report agreed to, May 12, 1309.

Assembly Journal, 1847. Bill introduced and favorable report made, March 22, 809. Assembly Doc. vol. 5, No. 156.

CLAIMANT,

HENRY PERSON.

Nature of Claim :

In relation to canal damages.

Legislative Action :

Assembly Journal, 1850. Petition presented and referred to the committee on canals, Jan. 28, 219. Adverse report agreed to, Jan. 30, 240.

CLAIMANT,

JACOB PETTIBONE.*Nature of Claim :**Legislative Action :*

Assembly Journal, 1850. Petition presented, and referred to the committee on claims, Jan. 31, 247.

CLAIMANTS,

IRA E. PHILIPS, WILLIAM J. NELSON.*Nature of Claim :*

For relief in relation to work done on section 23, Genesee Valley canal.

Legislative Action :

Senate Journal, 1844. Petition presented, January 5, 32. Referred same day, to the committee on claims. Majority of the committee on claims, reported adversely ; minority of said committee, reported favorably, Jan. 22, 79. Both reports ordered printed. Senate Documents of 1844, vol. 1, Docs. 26, 27. Ordered referred to the committee on finance to report as to the expediency of introducing a bill to allow interest on said claim, Jan. 31, 109. Finance committee made adverse report. Laid on the table, Feb. 3, 116. Report ordered printed. Sen, Documents, 1844, vol. 1, Doc. 44.

CLAIMANTS,

IRA E. PHILLIPS, WILLIAM J. NELSON.*Nature of Claim :*

For relief in regard to work done on sections 43, 44 of the Genesee Valley canal.

Legislative Action :

Assembly Journal, 1846. Petition presented and referred to the committee on claims, Jan. 17, 95. Canal Board report, Feb. 20, 322.

Assembly Doc., 1844, vol. 3, No. 86. Bill introduced, March 23, 593. Assembly Doc., vol. 6, No. 102. Bill rejected, April 15, 840.

CLAIMANTS,

IRA E. PHILLIPS, WILLIAM J. NELSON.

Nature of Claim:

For relief arising out of work done on sections 99, 102, 103, 105, on the Genesee Valley canal.

Legislative Action:

Assembly Journal, 1844. Petition presented and referred to the Canal Board, Jan. 8, 52. Canal Board report, Jan. 19, 110. Senate Doc., 1844, vol. 1, No. 17; vol. 3, No. 70. Committee report, and introduced a bill, Feb. 29, 390.

Assembly Journal, 1848. Papers referred to the committee on claims, Jan. 11, 74. Committee discharged, Feb. 28, 488.

CLAIMANTS,

LYMAN H. PHILIPS and ZEBULON MOORE.

Nature of Claim:

In reference to losses on a canal contract.

Legislative Action:

Senate Journal, 1849. Petition presented, and referred to the committee on canals, March 17, 391. Bill reported, March 20, 398. Bill passed, March 23, 429.

Assembly Journal, 1849. Bill received and referred, March 24, 1008. Bill passed, March 29, 1089.

CLAIMANTS,

IRA PIERSON, IRA PIERSON, Jr.

Nature of Claim:

In relation to the construction of section 27, Genesee Valley canal.

Legislative action:

Assembly Journal, 1844. Papers referred to the committee on claims, Jan. 6, 51. Favorable report and bill introduced, Jan. 13, 80. Bill ordered to a third reading, Jan. 20, 116. Bill passed, Jan. 23, 133.

Senate Journal, 1844. Bill received from Assembly and referred to the committee on claims, Jan. 24, 87. Reported on favorably, Jan. 26, 95. Bill ordered to a third reading, March 18, 276. Bill passed, March 20, 286. Laws of 1844, ch. 60, p. 51.

Assembly Journal, 1845. Bill introduced and referred to the committee on claims, Jan. 25, 157. Favorable report, Feb. 4, 231. Assembly Doc. vol. 3, No. 52. Bill ordered to third reading, April 14, 821. Bill passed, April 15, 832.

Senate Journal, 1845. Bill received from Assembly and referred to the committee on claims, April 16, 475. Favorably reported, and ordered to a third reading, April 22, 510. Bill passed, April 23, 522.

CLAIMANT,

MATTHEW S. PITCHER.

Nature of Claim :

For damages resulting from leakage of the Champlain canal.

Legislative Action:

Assembly Journal, 1847. Petition presented, and referred to the committee on canals, Jan. 29, 172. Bill introduced, Feb. 10, 261. Bill passed, Sept. 14, 1445.

Senate Journal, 1847. Bill received from Assembly, and referred to the committee on claims, Sept. 23, 668. Referred to Canal Commissioners, Oct. 15, 748. Report received, Oct. 20, 758. Senate Doc., vol. 4, No. 124. Adverse report, Oct. 26, 803.

Assembly Journal, 1849. Papers referred, Jan. 10, 89. Adverse report made and agreed to, Jan. 20, 181. Reconsidered, Jan. 20, 187. Committee discharged, Feb. 3, 314. Assembly Doc., vol. 2, No. 70.

CLAIMANT,
RALPH PLUMB.

Nature of Claim :

In relation to his account as sheriff.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on ways and means, April 26, 1012.

CLAIMANT,
MEDAD POMEROY.

Nature of Claim :

For relief concerning the overflow of lot No. 76.

Legislative Action :

Senate Journal, 1844. Petition presented, and referred to the committee on claims, Feb. 7, page 129. Committee discharged, May 3, p. 600.

CLAIMANTS,
SAMUEL POOLE and WILLIAM POOLE.

Nature of Claim :

In relation to an error in land sold by the State.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the Commissioners of the Land Office, Feb. 40, 260. Report received, Feb. 19, 332. Assembly Doc., vol. 2, No. 70. Bill introduced, March 2, 404. Bill passed, April 14, 812.

Senate Journal, 1847. Bill received and referred to the committee on claims, April 15, 371. Reported favorably, and ordered to a third reading, April 20, 395. Bill passed, April 20, 405.

CLAIMANT,
HENRY POTTER.

Nature of Claim :

In relation to compensation for damages done his canal boat, by drawing down the Port Jackson level.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on canals, Dec. 2, 2015. Adverse report agreed to, Dec. 3, 2031.

Assembly Journal, 1848. Papers referred to the committee on canals, Jan. 13, 95.

CLAIMANT,
EBENEZER PRESCOTT.

Nature of Claim :

In relation to damages sustained by reason of the Erie Canal Enlargement.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on claims, Feb. 25, 361.

Assembly Journal, 1848. Papers referred to the committee on claims, Feb. 19, 416. Adverse report made and agreed to, March 28, 925.

Assembly Journal, 1849. Papers referred, Jan. 20, 222. Adverse report made and agreed to, Feb. 19, 512.

CLAIMANT,
ISAAC PRICE.

Nature of Claim :

Relative to the temporary occupation of lands in Lockport.

Legislative Action :

Assembly Journal, 1847. Bill introduced, May 11, 1309. Bill passed, Dec. 14, 2213.

Senate Journal, 1847. Bill received and referred to the committee on claims, Dec. 14, 1807.

Senate Journal, 1848. Bill referred, April 11, 616. Bill passed April 11, 658.

CLAIMANT,

ABRAHAM V. PUTMAN.

Nature of Claim :

In relation to damages occasioned by Erie Canal Enlargement.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on grievances, Jan. 16, 99.

Assembly Journal, 1848. Papers referred to the committee on grievances, Feb. 12, 368. Adverse report made and agreed to, March 3, 544.

Assembly Journal, 1849. Papers referred, Feb. 9, 396. Adverse report agreed to, Feb. 20, 527.

CLAIMANT,

RODERICK PRICE.

Nature of Claim :

In relation to certain surplus waters of the Erie canal.

Legislative Action :

Assembly Journal, 1848. Papers referred to the committee on canals, Jan. 27, 209. Favorable report and bill introduced, Feb. 17, 392. Bill ordered to a third reading, March 8, 619. Bill passed, March 9, 629.

Senate Journal, 1848. Bill received and referred to the committee on canals, March 9, 285. Bill passed, April 11, 655.

CLAIMANT,
MICHAEL QUARTUS.

Nature of Claim :

In relation to damages incurred in consequence of the construction of the Erie Canal Enlargement.

Legislative Action :

Assembly Journal, 1845. Petition presented and referred to the committee on claims, Jan. 15, p. 92. Bill introduced, Feb. 11, p. 285. Bill ordered to a third reading, April 10, 777. Bill passed, April 15. 831.

Senate Journal, 1845. Bill received from Assembly, and referred to the committee on claims, April 16, 475. Reported favorably, April 19, 497. Bill ordered to a third reading, May 9, 675. Bill passed, May 13, 762.

CLAIMANT,
PETER QUICK.

Nature of Claim :

In relation to canal damages.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the committee on claims, Feb. 27, p. 371.

Assembly Journal, 1845. Petition (Quick & Hart,) presented and referred to the committee on canals, Jan. 18, p. 108. Adverse report made and agreed to, Feb. 12, 292.

CLAIMANT,
BENJAMIN D. QUIGG.

Nature of Claim :

In relation to arresting a criminal.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on claims, Jan. 22, 131. Bill introduced, March 3, 420. Bill passed, April 15, 832.

Senate Journal, 1847. Bill received from Assembly and referred to the committee on claims, April 15, 374. Adverse report, April 20, 396. Ordered to a third reading, April 28, 474. Lost, April 28, 476. Reconsidered, April 29, 482.

Assembly Journal, 1848. Papers referred to the committee on claims, Jan. 6, 39. Favorable report, and bill introduced, Jan. 13, 89. Ordered to a third reading, Jan. 13, 96. Bill passed, Jan. 15, 109.

Senate Journal, 1848. Bill received, and referred to the committee on claims, Jan. 17, 66. Bill passed, Jan. 28, 121.

CLAIMANT,

WILLIAM RADFORD.

Nature of Claim:

As ration contractor in Sing Sing State Prison.

Legislative Action:

Senate Journal, 1847. Petition presented, and referred to the committee on grievances, April 20, 401. Bill reported, April 21, 412. Bill passed, April 27, 463.

Assembly Journal, 1847. Bill received, and referred to the committee on grievances, April 27, 1046. Bill passed, April 28, 1058.

Assembly Journal, 1849. Comptroller's report, Feb. 16, 285. Assembly Doc., vol. 2, No. 92.

CLAIMANT,

JOHN RANDALL, Jr.

Nature of Claim:

To be reimbursed monies advanced by him for the State, with interest.

Legislative Action:

Assembly Journal, 1848. Petition presented and referred to the committee on claims, Feb. 29, 498. Favorable report made and bill introduced, April 1, 1023. Assembly Doc., vol. 5, No. 181.

Assembly Journal, 1849. Papers referred, Jan. 3, 38.

CLAIMANT,

JEROME B. RANSOM.*Nature of Claim :*

Relation to monies due on canal contract.

Legislative Action :

State Journal, 1850. Petition presented, and referred to the committee on canals, Jan. 31, 144. Bill reported, Feb. 8, 174. Session, No. 46. Bill passed, March 18, 394.

Assembly Journal, 1850. Bill received, and referred to the committee on canals, March 18, 775. Bill passed, March 30, 1045.

CLAIMANT,

HARMAN C. RAUB.*Nature of Claim :*

the refunding of an excess of interest paid into the Treasury.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the committee on ways and means, Jan. 9, p. 59.

Assembly Journal, 1845. Petition presented, and referred to the committee on ways and means, March 7, 465.

CLAIMANT,

HENRY RECTOR.*Nature of Claim :*

services as architect of the new State Hall.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the committee on claims, Jan. 17, p. 95. Committee report to be discharged, and report laid on the table, Feb. 27, p. 373. By consent, the committee introduced a bill, March 22, p. 575. Assembly Doc., vol. 143.

Assembly Journal, 1845. Papers referred to the committee on Jan. 18, p. 110. Committee's report to be discharged laid

on the table, Feb. 25, p. 463. Petition presented and referred to the committee on claims, March 4, 23. Committee report unfavorably, and are discharged, March 11, 489.

Assembly Journal, 1846. Papers referred to the committee on claims, Jan. 14, 119. Adverse report made and agreed to, Jan. 23, 185.

Assembly Journal, 1847. Papers taken from files and referred to the committee on claims, Jan. 22, 137. Bill introduced and favorable report, March 24, 601. Sept 1, 1440. Assembly Doc., No. 188, vol. 7. Bill rejected, Dec. 8, 2102.

Assembly Journal, 1850. Papers referred to the committee on claims, Jan. 12, 80.

Senate Journal, 1848. Papers referred to the committee on claims, Jan. 13, 63. Adverse report agreed to, Feb. 3, 145. Senate Doc. vol. 1, No. 16.

Assembly Journal, 1849. Papers referred, Jan 15, 128. Committee discharged, Feb. 3, 314.

Senate Journal, 1849. Papers referred to the committee on claims, Jan. 5, 134.

Senate Journal, 1850. Papers referred, Jan. 8, 48.

CLAIMANT,

JOSHUA REED.

Nature of Claim :

In relation to damages sustained at Canajoharie by the letting in of water.

Legislative Action :

Assembly Journal, 1845. Petition presented and referred to the committee on grievances, Jan. 25, 150. Report of Canal Board made, March 8, 469. Assembly Doc. vol. 5, No. 156.

Assembly Journal, 1847. Papers referred to the committee on claims, March 2, 411.

CLAIMANT,

JAMES R. REES.*Nature of Claim :*

Contribution to a farm bridge.

Legislative Action :

Assembly Journal, 1850. Majority of canal committee report bill, 27, 962.

CLAIMANT,

E. REMINGTON.*Nature of Claim :*

Contribution to land taken for the Erie canal enlargement.

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to the Commissioners, March 9, 455.

CLAIMANTS,

ROBERT RENWICK, ZEBINA WILSON, Jr.*Nature of Claim :*

Contribution to the construction of section 80, of the Genesee Valley.

Legislative Action :

Assembly Journal, 1845. Petition presented, and referred to the committee on claims, March 11, 463. Favorably reported and introduced, April 13, 825. Assembly Doc. vol. 6, No. 163.

Assembly Journal, 1846. Petition presented and referred to the committee on canals, April 16, 927. Favorably reported, and bill introduced, April 17, 938. Bill passed, April 23, 1007.

Assembly Journal, 1846. Bill received, and referred to the committee on claims, April 30, 560. Reported and ordered to a third reading, May 7, 621. Bill passed, May 12, 747.

Assembly Journal, 1848. Report from Canal Board received, 10, 984. Assembly Doc. vol. 5, No. 179.

- Assembly Journal, 1849. Bill introduced, April 4, 1245. Bill passed, April 4, 1263.

Senate Journal, 1849. Bill received and referred to the committee on claims, April 5, 574.

CLAIMANT,
JENIMA REXFORD.

Nature of Claim :

In relation to damages sustained by Erie canal enlargement.

Legislative Action :

Assembly Journal, 1846. Petition presented and referred to the committee on claims, Jan. 12, 92.

Assembly Journal, 1848. Petition presented and referred to the committee on claims, Jan. 7, 50. Favorable report and bill introduced, Jan. 24, 173.

CLAIMANT,
JOHN REYNOLDS.

Nature of Claim :

For damages in consequence of the construction of the Chenango canal.

Legislative Action :

Assembly Journal, 1846. Petition presented, and referred to the committee on claims, Feb. 4, 278. Favorable report made and bill introduced, Feb. 9, 325. Assembly Doc., vol. 4, No. 96. Ordered to a third reading, April 2, 769. Bill passed, April 9, 860.

Senate Journal, 1846. Bill received, and referred to the committee on claims, April 10, 458. Adverse report made, May 8, 646.

Assembly Journal, 1847. Papers referred to the committee on claims, Jan. 12, 61. Bill introduced, Jan. 19, 115. Assembly Doc., vol. 1, No. 24. Bill passed, April 2, 689.

Senate Journal, 1847. Bill received from the Assembly, and referred to the committee on claims, April 2, 314. Reported favorably, and ordered to a third reading, April 20, 396. Bill passed, April 20, 404.

CLAIMANT,

RICHARD D. RHOADES.*Nature of Claim :*

Indemnity for loss of a canal boat in the Erie canal.

Legislative Action :

Assembly Journal, 1849. Petition presented and referred Feb.

18. Adverse report made and agreed to, March 5, 1849. As-

sembly Doc., vol 3, 175.

CLAIMANT,

HANNAH REYNOLDS.*Nature of Claim :*

Indemnity for revolutionary services of her husband.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the

committee on claims, Feb. 13, 1847.

CLAIMANT,

DANIEL RICHARD.*Nature of Claim :*

Indemnity for damages resulting from the State dam at Oswego

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the

committee on canals, Jan. 14, 1847. Adverse report made and agreed

to, 18, 106.

CLAIMANT,

DANIEL J. RICHARD.*Nature of Claim :*

Indemnity for compensation for injury received in discharge of mil-

itary duty.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on claims, Jan. 11, 52.

CLAIMANTS,

CALVIN P. RICHARDSON, HIRAM BRINTNALL, JOSIAH BRINTNALL.

Nature of Claim :

In relation to work done on sections nine and ten of Erie enlargement.

Legislative Action :

Assembly Journal, 1845. Petition presented, and referred to the committee on grievances, April 3, 685.

Assembly Journal, 1846. Papers referred to the committee on grievances, Jan. 12, 97. Papers sent to Canal Board, Jan. 27, 216. Report made, Feb. 17, 384. Assembly Doc. vol. , No. 103. Sent to the committee on claims, March 19, 630. Bill reported, March 26, 693. Enacting clause struck out, April 2, 771.

Assembly Journal, 1847. Papers referred to the committee on claims, Feb. 2, 199. Bill introduced, Feb. 19, 329. Assembly Doc. vol. 2, No. 74.

Assembly Journal, 1849. Papers referred, Feb. 19, 519. Bill reported, March 5, 665. Assembly Doc., vol. 3, No. 134. Bill passed, April 2, 1194.

CLAIMANTS,

PHINEAS RICHARDSON, DAVID BRIGGS.

Nature of Claim :

In relation to damages sustained on the Black River feeder.

Legislative Action :

Assembly Journal, 1848. Petition presented and referred to the committee on claims, Feb. 4, 280. Adverse report made and agreed to, March 22, 809. Assembly Doc. vol. 5, No. 154.

Assembly Journal, 1849. Papers referred, Feb. 15, 101. Adverse report made and agreed to, Feb. 19, 511.

CLAIMANT,

SAMUEL S. RIDDLE.*Nature of Claim :*

For damages on the Chemung canal locks.

Legislative Action :

Senate Journal, 1844. Papers taken from files and referred to the committee on claims, Jan. 26, 97. Adverse report made and laid on the table, March 12, 243. Report printed. Senate Docs. vol. 3, No. 95.

CLAIMANTS,

**SAMUEL S. RIDDLE, CONSTANT COOK, JOHN MAGEE,
HORATIO R. RIDDLE.***Nature of Claim :*

For canal damages.

Legislative Action :

Senate Journal, 1845. Papers referred to the committee on claims, Feb. 13, 184. Report of Canal Commissioners received, Feb. 26, 236. Senate Docs. vol. 2, No. 49. Bill reported, March 19, 323. Bill ordered to third reading, May 3, 582. Bill passed, May 8, 647.

Assembly Journal, 1845. Bill received from Senate and referred to the committee on claims, May 8, 1141. Reported favorably, May 9, 1169. Ordered to a third reading, May 12, 1228. Bill passed, May 12, 1267.

CLAIMANT,

WILLIAM S. RILEY.*Nature of Claim :*

For canal damages.

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to the committee on claims, Jan. 9, 59. Adverse report made, Feb'y 12, 273. Assembly Doc. vol. 3, No. 72.

[Senate, No. 5.]

CLAIMANT,
HENRY H. ROAD.

Nature of Claim :

For compensation for injuries received during the Patriot war in December, 1837, and January, 1838.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on militia and public defence, March 30, 633. Adverse report made and agreed to, April 2, 678, Nov. 13, 1813.

CLAIMANT,
SAMUEL ROYCE.

Nature of Claim :

On account of the Chenango canal passing through his farm.

Legislative Action :

Assembly Journal, 1846. Petition presented and referred to the committee on claims, Jan. 12, 92.

CLAIMANT,
B. S. ROBERTS.

Nature of Claim :

For canal damages.

Legislative Action :

Assembly Journal, 1845. Petition presented and referred to the committee on claims, March 12, 488.

CLAIMANT,
BENJAMIN W. ROBERTS.

Nature of Claim :

For services as Civil Engineer.

Legislative Action :

Assembly Journal, 1844. Papers taken from files, Jan. 8, 56.

CLAIMANT,

PETER ROBINSON.*ure of Claim :*

tion to damages done his mill by the Cayuga and Seneca

relative Action :

Assembly Journal, 1847. Petition presented and referred to the
e on canals, Jan. 25, 147. Bill introduced, Feb. 9, 252.
ed, April 2, 690.

Journal, 1847. Bill received, and referred to the committee
, April 2, 314. Reported favorably and ordered to a third
April 20, 395. Bill passed, April 20, 404.

Journal, 1850. Petition presented and referred to the com-
claims, Feb. 21, 234.

CLAIMANT,

THERON BOBLER.*ure of Claim:*

e to a gore of land in Totten and Crossfield's purchase.

relative Action :

Journal, 1844. The papers relative thereto, obtained from
Assembly, Jan. 6, 36. Referred, same day, to a select committee
rs from the Fourth District.

CLAIMANT,

ANDREW ROCKWELL.*ure of Claim:*

tion to the construction of the James st. bridge over the En-
t at Rome.

relative Action :

Assembly Journal, 1846. Petition presented, and referred to the
Feb. 20, 406. Favorable report and bill introduced, April

7, 825. Ordered to a third reading, April 16, 928. Bill passed April 29, 1052.

Senate Journal, 1846. Bill received and referred to the committee on claims, April 30, 560. Referred to the Canal Board, May 573. Report received, May 4, 592. Senate Doc., vol. 4, No. 1.

Assembly Journal, 1847. Petition received and referred to committee on claims, Jan. 12, 59. Bill introduced, Feb. 13, Assembly Doc., vol. 1, No. 45. Bill lost, Oct. 12, 1603.

Assembly Journal, 1848. Papers referred to the committee on claims, Jan. 7, 52.

CLAIMANT,

WILLIAM ROCKWELL.

Nature of Claim :

In relation to leakage from the Chemung canal.

Legislative Action :

Assembly Journal, 1844. Papers taken from files and referred to the committee on claims, Jan. 22, p. 125.

Assembly Journal, 1845. Papers referred to the committee on claims, Jan. 14, p. 90.

Senate Journal, 1847. Papers referred to the committee on claims, Feb. 3, 215. Adverse report agreed to, March 24, 601.

CLAIMANT,

ISAAC ROE.

Nature of Claim :

For canal damages.

Legislative Action :

Assembly Journal, 1844. Papers taken from files and referred to the committee on claims, Jan. 17, p. 98.

CLAIMANT,

Heirs of JOHN R. B. RODGERS.*Nature of Claim :*

To be refunded certain taxes erroneously paid, with interest.

Legislative Action :

Senate Journal, 1844. Petition presented, January 27, p. 99. Commissioners of Land Office report thereon, Feb. 7, p. 129. Senate Doc., vol. 1, No. 49. Bill introduced, March 13, p. 247. Ordered to a third reading, April 24, p. 510. Bill passed, April 25, p. 523.

Assembly Journal, 1844. Bill received and referred to the committee on claims, April 26, p. 957. Bill ordered to a third reading, April 30, p. 990. Bill passed, May 3, 1865.

CLAIMANTS,

JAMES RODGERS, JOHN MONROE, GILBERT RILEY.*Nature of Claim :*

In relation to the change of the location through the Erie canal at Jordan.

Legislative Action :

Assembly Journal, 1846. Petition presented, and referred to the committee on canals, Feb. 7, 308. Adverse report made and agreed to, March 7, 515.

CLAIMANT,

NICHOLAS ROGERS.*Nature of Claim :*

In relation to the Erection of Fort Miller dam.

Legislative Action :

Assembly Journal, 1848. Petition presented and referred to the committee on claims, March 30, 970.

CLAIMANT,
PATRICK ROGERS.

Nature of Claim:

Legislative action:

Assembly Journal, 1850. Petition presented, and referred to the committee on claims, Feb. 8, 320.

CLAIMANT,
SIMPSON ROGERS.

Nature of Claim:

Relief on account of damages sustained by the diversion of water from his mills, for the use of the Chenango canal.

Legislative Action:

Assembly Journal, 1845. Petition presented and referred to the committee on claims, March 8, 466.

Assembly Journal, 1846. Petition presented, and referred to the committee on claims, Jan. 16, 136. Favorable report and bill introduced, Jan. 20, 165. Assembly Doc. vol. 21, No. 27. Bill ordered to third reading, March 12, 569. Bill passed, March 23, 665.

Senate Journal, 1846. Bill received from Assembly, and referred to the committee on claims, March 23, 366. Reported for consideration of the Senate, March 26, 383. Ordered to third reading, March 28, 394. Bill passed, March 30, 399.

CLAIMANT,
ANDREW ROOF.

Nature of Claim:

Legislative Action:

Assembly Journal, 1848. Papers referred to the committee on grievances, Jan. 6, 39.

CLAIMANTS,
JOHN ROOF.

Nature of Claim :

To be refunded certain moneys relative to land sold by the State.

Legislative Action :

Assembly Journal, 1845. . Petition presented, and referred to a select committee, Jan. 14, 87. Referred to Attorney General, April 21, 880.

Assembly Journal, 1846. Papers referred to the committee on grievances, Jan. 13, 107. Adverse report made and agreed to, May 5, 1122. Assembly Doc. vol. 6, No. 218.

Assembly Journal, 1847. Adverse report agreed to, Oct. 13, 1611.

CLAIMANT,
JOHN P. ROOF.

Nature of Claim :

In relation to injuries received by canal boat Mountain Ash of Canajoharie.

Legislative Action :

Assembly Journal, 1846. Papers referred, Jan. 17, 144.

CLAIMANT,
SOLOMON ROOT, Jr.

Nature of Claim :

In relation to canal damages.

Legislative Action :

Assembly Journal, 1850. Petition presented, and referred to the committee on canals, Feb. 23, 427. Adverse report agreed to, Feb. 26, 463.

CLAIMANTS,

MORRISON ROLLO, WIBERT SANFORD.*Nature of Claim:*

For canal damages.

Legislative Action:

Assembly Journal, 1848. Bill introduced, Feb. 11, 351. Bill ordered to third reading, March 29, 962.

CLAIMANT,

THOMAS ROSE, JOHN FLINT.*Nature of Claim:*

For canal damages.

Legislative Action:

Assembly Journal, 1844. Petition presented, and referred to the Canal Board, Feb. 17, 305. Report made, Feb. 24, 353. Assembly Docs. vol. 3, No. 93. Favorable report made and bill introduced, April 9, 781.

CLAIMANT,

ISAAC ROWLAND.*Nature of Claim:*

For the discharge of a mortgage.

Legislative Action:

Assembly Journal, 1844. Bill passed.

Senate Journal, 1844. Bill received from Assembly and referred to the committee on judiciary, March 16, 270. Reported on favorably. Bill passed, April 25, 518.

CLAIMANT,

JONAS SACHA.*Nature of Claim:*

For the appraisal of his damages occasioned by the overflow of the waters of the Erie canal.

Legislative Action :

State Journal, 1844. Petition presented and referred to the committee on claims, Feb. 10, 141.

CLAIMANTS,

B. H. SAGE and WM. H. WILLIAMS.

Nature of Claim :

relief, arising from work on section 75 of Erie canal enlarge-

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to the committee on claims, Jan. 24, 138. Report made by Canal Board, 7, 435. Assembly Docs. vol. 4, No. 121.

CLAIMANTS,

ABRAHAM SAGE, JOHN I. WALRATH, and ALBERT T. DUNHAM.

Nature of Claim :

reference to the construction of locks on the Chenango canal. Abraham Sage, in relation to an extra allowance for building the aqueduct across the Mohawk river.

Legislative Action :

State Journal, 1844. Papers referred to the committee on claims, 9, 48. Papers from Assembly referred to the same committee, 2, 56. Referred to Canal Board for opinion, January 26, '96. Board report made, Feb. 8. Ordered printed. Senate Doc., No. 52. Adverse report made and laid on the table, March 1. Report ordered printed. Senate Docs. vol. 2, No. 84. By 1, bill introduced, March 13, 250.

Assembly Journal, 1845. Papers referred to the committee on Jan. 15, '96. Bill reported, Feb. 18, 333. Assembly Doc. No. 126. Bill ordered to a third reading, April 7, 732. Bill

State Journal, 1845. Bill received from Assembly and referred to committee on claims, April 10, 436.

Assembly Journal, 1846. Petition presented, and referred to the committee on claims, March 17, 600. Adverse report agreed to March 28, 719.

Assembly Journal, 1847. Papers referred to the committee on claims, Feb. 17, 314. Bill introduced, Nov. 15, 1832. Assembly Doc. vol. 8, No. 237.

Assembly Journal, 1848. Papers referred to the committee on claims, Jan. 20, 144. Adverse report made and agreed to, Feb. 28, 488. Assembly Doc. vol. 3, No. 68.

Assembly Journal, 1850. Papers referred, Feb. 28, 512. Bill introduced, March 26, 948. Bill passed, April 6, 1167,

Senate Journal, 1850. Bill received and referred to the committee on canals, April 6, 669.

CLAIMANTS,

JOHN SANFORD and WILLIAM EGGLESTON.

Nature of Claim :

For relief for work done on the Otisville aqueduct on the Erie Canal Enlargement.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the committee on claims, Jan. 6, p. 48. Referred to the Canal Board Feb. 1, p. 200. Report made, Feb. 7, p. 249. Assembly Doc. vol. 3, No. 69. Adverse report made by committee on claims and laid on the table, Feb. 27, p. 372.

Assembly Journal, 1845. Papers referred to the committee on canals, Feb. 14, 309. Bill introduced, Feb. 28, 396. Bill ordered to a third reading, April 29, 973. Bill passed, May 6, 1063.

Senate Journal, 1845. Bill received from the Assembly and referred to the committee on claims, May 6, 621. Favorably reported and ordered to a third reading, May 8, 643. Bill passed, May 13, 754.

Assembly Journal, 1846. Petition presented and referred to the Canal Board, Feb. 11, 333. Report received, Feb. 13, 368. Bill introduced and report made, Feb. 20, 412. Assembly Doc., vol. 4, No. 19. Ordered to a third reading, March 12, 571. Bill passed April 7, 817.

enate Journal, 1846. Bill received and referred to the committee on claims, April 7, 439. Reported favorably, April 14, 473. Ordered to a third reading, May 4, 600. Bill passed, May 7, 640.

CLAIMANT,

JOHN SANFORD.

Nature of Claim:

For relief in relation to work done on Lock No. 5, on the Erie Canal enlargement.

Legislative Action:

Assembly Journal, 1844. Petition presented and referred to the committee on claims, Jan. 6, p. 48.

CLAIMANTS,

RICHARD SATTERLY, and HENRY SATTERLY.

Nature of Claim:

For revolutionary services.

Legislative Action:

Senate Journal, 1844. Papers referred to the committee on claims, Jan. 25, page 88. Adverse report made and agreed to, Jan. 22, 299.

Assembly Journal, 1849. Petition presented, and referred to the committee on claims, Jan. 3, 35. Bill introduced, Jan. 12, 100. Assembly Doc., vol. 1, No. 15.

Assembly Journal, 1850. Papers referred, March 4, 564.

CLAIMANT,

MATTHEW SAYRE.

Nature of Claim:

For relief occasioned by leakage on the Chemung canal.

Legislative Action:

Assembly Journal, 1844. Petition presented, and referred to the committee on claims, Jan. 10, p. 66. Adverse report made and

agreed to, Feb. 13, p. 273, Assembly Doc., 1844, vol. 3, No. 66. Reconsidered, Feb. 14, p. 282.

Assembly Journal, 1847. Petition presented, and referred to the committee on canals, Jan. 12, 58. Adverse report made and agreed to, Jan. 19, 114.

Senate Journal, 1847. Papers referred to the committee on claims, Jan. 9, 28. Bill reported, Jan. 29, 89. Ordered to a third reading, April 16, 378. Bill passed, April 17, 385.

Assembly Journal, 1848. Papers referred to the committee on claims, Jan. 6, 42. Favorable report and bill introduced, March 6, 578. Assembly Doc., vol. 3, No. 103. Ordered to a third reading, March 29, 961. Bill passed, April 6, 1149.

Senate Journal, 1848. Bill received and referred, April 7, 544. Adverse report agreed to, April 10, 577.

Assembly Journal, 1849. Papers referred to the committee on claims, Jan. 4, 43. Bill introduced, Jan. 18, 159. Assembly Doc., vol. 1, No. 25. Bill passed, Feb. 12, 421.

Senate Journal, 1849. Bill received and referred to the committee on claims, Feb. 12, 200. Adverse report made, March 19, 393. Bill rejected, April 6, 594.

Senate Journal, 1850. Papers referred to the committee on claims, Jan. 26, 130. Referred to the committee on grievances, Jan. 30, 142. Bill reported, Feb. 5, 162. Bill lost, April 3, 572. Motion to reconsider tabled.

CLAIMANT,

ANNIE SCHEMERHORN.

Nature of Claim :

For canal damages.

Legislative Action :

Assembly Journal, 1846. Petition presented, and referred to the committee on the judiciary, April 22, 978. Favorable report made and bill introduced, April 22, 982. Bill passed, May 8, 1176.

CLAIMANTS,

**JOSEPH M. SCHEMERHORN, ABRAHAM M. SCHEMER-
HORN.**

Nature of Claim :

Relation to lands appropriated by the State in the construction of
Tennessee Valley canal.

Legislative Action :

State Journal, 1848. Petition presented and referred to the
Committee on canals, March 14, 304. Bill introduced, March 20,
Bill passed, April 1, 480.
Assembly Journal, 1848. Bill received and referred to the com-
mittee on canals, April 3, 1036. Favorably reported, April 4, 1044.
Passed, April 10, 1265.

CLAIMANT,

NICHOLAS SCHUYLER.

Nature of Claim :

Relation to contracts on the Erie canal.

Legislative Action :

Assembly Journal, 1846. Petition presented and referred to the
Committee on claims, Feb. 10, 327. Referred to Canal Board, Feb.
4. Report received, Feb. 17, 384.
Assembly Journal, 1847. Papers referred to the committee on
canals, Jan. 22, 136.
Assembly Journal, 1848. Papers referred to the committee on
canals, March 7, 603.
Assembly Journal, 1850. Papers referred to the committee on
canals, March 15, 872. Bill reported, March 16, 884. Bill passed,
March 13, 1226.
State Journal, 1849. Bill received and referred, April 3, 538.
Passed, April 11, 703.

CLAIMANT,

AMOS W. SCRIVER.*Nature of Claim :*

For damages growing out of the erection of a dam across the canal.

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to the committee on claims, Jan. 8, 52. Sent to the Canal Board, Jan. 15, 88. Canal Board report, Jan. 19, 110. Assembly Docs. vol. 1 No. 29. Committee on claims report unfavorably, and report agreed to, Jan. 27, 170 and 236. Reconsidered, Feb. 15, 296.

Assembly Journal, 1845. Petition presented, and referred to the committee on grievances, Feb. 12, 289. Bill reported, March 4, 428. Bill ordered to third reading, April 29, 976. Bill passed May 5, 1050.

Senate Journal, 1845. Bill received from Assembly, and referred to the committee on claims, May 5, 606. Favorable report made May 7, 628. Ordered to a third reading, May 14, 778. Bill passed May 14, 778.

CLAIMANT,

CHARLES SEARING.*Nature of Claim :*

In relation to expenses incurred in raising a company in the First Regiment of N. Y. State Volunteers.

Legislative Action :

Assembly Journal, 1848. Petition presented and referred to the committee on militia and public defence, Feb. 8, 309.

CLAIMANTS,

SENECA INDIANS.*Nature of Claim :*

For payment of damages suffered by horse thieves.

Legislative Action :

Senate Journal, 1849. Petition presented and referred to the committee on Indian affairs, March 10, 331.

CLAIMANTS,

APH SEYMOUR, WILLIAM COFFIN, RICHARD SAVAGE, WILLIAM L. HARRISON.

Nature of Claim:

ing refusal on the part of the State to perform its contracts,
ing the question of, whether payment of stock, not worth par,
in full satisfaction of debt.

Legislative Action:

mbly Journal, 1845. Papers referred to the committee on
Feb. 1, p. 211. Bill introduced, Feb. 24, 363. Assembly
No. 121, vol. 4. Ordered to a third reading, April 29, 974.

mbly Journal, 1846. Petition presented, and referred to the
tee on claims, Jan. 12, 92. Bill introduced and favorable re-
de, Feb. 20, 412. Bill introduced also by minority, and re-
de, Feb. 26, 453. Assembly Doc., vol. 4, No. 126. Or-
a third reading, April 16, 929. Bill passed, April 22, 1052.
te Journal, 1846. Bill received, and referred to the com-
on claims, April 30, 560. Reported and ordered to a third
, May 7, 621.

mbly Journal, 1847. Papers referred to the committee on
Jan. 27, 166. Bill introduced, Feb. 4, 220. Assembly
ol. 2, No. 54.

mbly Journal, 1848. Papers referred to the committee on

mbly Journal, 1850. Papers referred.

CLAIMANT,

JOHN L. SEXTONS.

Nature of Claim:

elation to leakage on the Chemung canal.

Legislative Action:

mbly Journal, 1845. Petition presented, and referred to the
tee on claims, Jan. 14, p. 84.

mbly Journal, 1847. Petition presented, and referred to the
tee on canals, Jan. 29, 172. Adverse report agreed to,
5, 612.

CLAIMANT,
PETER P. SHAFER.

Nature of Claim:

In relation to injuries sustained in attending a military parade.

Legislative Action:

Assembly Journal, 1846. Petition presented, and referred to the committee on grievances, April 16, 1927. Adverse report made and agreed to, April 30, 1960.

CLAIMANTS,
HENRY SHANKVILLE, GEORGE NEASS, JOHN CARRAS.

Nature of Claim:

In relation to monies expended in arresting a fugitive from justice.

Legislative Action:

Assembly Journal, 1847. Papers referred to the committee on claims, Jan. 9, 48.

Assembly Journal, 1848. Petition presented, and referred to the committee on militia and public defence, March 31, 1905. Referred to the committee on judiciary, April 1, 1921.

Assembly Journal, 1849. Adverse report made and agreed to Feb. 20, 527.

CLAIMANT,
JOHN SHARTS.

Nature of Claim:

In relation to services rendered in the Adjutant General's office.

Legislative Action:

Assembly Journal, 1847. Petition presented, and referred to the committee on militia and public defence, Jan. 23, 130. Bill introduced, Feb. 17, 312. Bill passed, April 15, 822.

Senate Journal, 1847. Bill received and referred to the committee on claims, April 15, 374. Bill passed, April 27, 465.

Assembly Journal, 1848. Papers referred to the committee on militia and public defence, Jan. 13, 94.

CLAIMANT,
HENRY SHAWLEY.

Nature of Claim :

Legislative Action :

Assembly Journal, 1850. Petition presented, and referred to the committee on claims, Feb. 21, 411.

CLAIMANT,
WILLIAM SHEPHERD.

Nature of Claim :

In relation to certain unfinished work on the Erie canal enlargement.

Legislative Action :

Senate Journal, 1847. Petition presented, and referred, Nov. 11, 822. Referred to Canal Commissioners, Dec. 2, 917.

CLAIMANTS,
WILLIAM and URIAL SHERMAN.

Nature of Claim :

In relation to damages incurred by the overflow of the Eaton brook reservoir.

Legislative Action :

Assembly Journal, 1844. Papers taken from files and referred to the committee on claims, Jan. 27, 171.

Assembly Journal, 1846. Papers referred to the committee on claims, Feb. 13, 372.

Assembly Journal, 1848. Petition presented and referred to the committee on claims, Jan. 14, 97.

Assembly Journal, 1849. Petition presented and referred, Jan. 13, 109. Bill reported, Jan. 14, 120. Assembly Doc. vol. 1, No. 22. Bill passed, Jan. 26, 245.

Senate Journal, 1849. Bill received and referred to the committee on claims, Jan. 26, 122.

Assembly Journal, 1850. Papers referred, Feb. 15, 387. Bill introduced, March 21, 824. Bill passed, March 29, 1020.

Senate Journal, 1850. Bill received and referred to the committee on claims, April 1, 547. Favorably reported, April 6, 644. Bill passed, April 10, 753.

CLAIMANT,

JAMES H. SHERILL.

Nature of Claim:

To be reimbursed certain expenses incurred before a Senatorial committee of investigation.

Legislative Action:

Senate Journal, 1847. Petition presented, and referred to the committee on claims, Feb. 15, 138. Bill introduced and report made, March 18, 249. Senate Doc. vol. 2, No. 72. Recommitted, May 7, 514. Bill reported, May 8, 517. Ordered to third reading, Oct. 22, 781. Bill passed, Nov. 16, 853.

Assembly Journal, 1847. Bill received and referred to the committee on canals, Nov. 17, 1863.

Senate Journal, 1848. Papers referred to the committee on canals, Feb. 24, 220. Bill reported, March 1, 240. Bill passed, April 8, 556.

Assembly Journal, 1848. Bill received and referred, April 8, 1220. Bill passed, April 11, 1294.

CLAIMANT,

JAMES SHIPPEN.

Nature of Claim:

Injuries received on the Black river canal.

Legislative Action:

Senate Journal, 1846. Petition presented and referred to the committee on claims, Jan. 9, 71. Adverse report made and agreed to Jan. 16, 90. Assembly Doc. vol. 1, No. 11.

CLAIMANTS,

JANNOT C. SHIPPOY, WILLIAM KIMBALL.*Signature of Claim :*

Relation to contracts on the Black river canal, on sections 2 and locks 1, 25, 32.

Legislative Action :

ate Journal, 1846. Petition presented and referred to the committee on claims, Jan. 23, 128. Referred to Canal Commissioners, 9, 158. Report received, Feb. 2, 172. Senate Doc. vol. 1, 9. Bill introduced, February 18, 224. Committees' report. Doc. vol. 2, No. 60. Ordered to third reading, March 5, 284. Passed, March, 7, 288.

Assembly Journal, 1846. Bill received from Senate, and referred to committee on claims, March 7, 521. Favorably reported, 10, 538. Ordered to third reading, April 16, 929. Bill passed, May 12, 1320.

ate Journal, 1847. Papers referred to the committee on claims, 3, 87. Bill introduced, Jan. 30, 92. Ordered to third reading, 9, 345. Bill passed, April 10, 351.

Assembly Journal, 1847. Bill received, and referred to the committee on canals, April 10, 765. Bill passed, April 17, 900.

Assembly Journal, 1848. Petition presented and referred to the committee on claims, Jan. 20, 146. Adverse report agreed to, Feb. 6. March 22, 809. Assembly Doc. vol. 5, No. 151.

CLAIMANT,

JOHN SHOLL.*Signature of Claim :*

Relation to that part of the old Erie canal passing through the town of Danube, and abandoned by the State.

Legislative Action :

Assembly Journal, 1849. Petition presented and referred to the committee on canals, March 21, 939. Referred to the Canal Board, 30, 1130.

CLAIMANT,
BATTIS SIMMONS.

Nature of Claim :

In relation to damages sustained by the unfinished culvert on the canal.

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to the committee on canals, Feb. 20, 318.

Assembly Journal, 1845. Petition presented, and referred to the committee on canals, Feb. 6, 255. Bill introduced, March 11, 480. Bill ordered to third reading, April 30, 981. Bill passed, May 6, 1070.

Senate Journal, 1845. Bill received from Assembly, May 6, 620. Favorably reported and bill ordered to third reading, May 8, 643. Bill passed, May 13, 754.

CLAIMANT,
JOHN SIMSON.

Nature of Claim :

For relief from damages resulting to his land by the Tonawanda dam.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the committee on claims, Jan. 23, 127. Favorable report and bill introduced, Jan. 31, 188. Referred to Canal Board, March 18, 527. New bill introduced, founded on this claim, entitled, An act for the protection of certain public works in the vicinity of Tonawanda and Ellicott's creeks, April 17, 855.

CLAIMANTS,
JAMES SLEEPER, JAMES HARRINGTON.

Nature of Claim :

In relation to damages by a break in the Erie canal.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on canals, Feb. 20, 339. Adverse report made and to, April 20, 951.

Assembly Journal, 1848. Petition presented and referred to the committee on canals, Feb. 20, 339.

Assembly Journal, 1850. Papers referred to the committee on Jan. 26, 214. Bill reported, Feb. 26, 463.

CLAIMANT,

DAVID P. SMALLEY.

Nature of Claim :

He refunded certain monies paid to the State for lands.

Legislative Action :

Assembly Journal, 1845. Petition presented and referred to the committee on grievances, Jan. 15, 93. Adverse report made and to, March 14, 506.

Assembly Journal, 1846. Petition presented and referred to the committee on grievances, March 13, 316. Report received, March 18, 335. Doc. vol. 3, No. 97.

CLAIMANT,

ASA T. SMITH.

Nature of Claim :

Reference to work done on section 24 of Erie canal Enlargement, reference to bridges on sections 1, 2, 3, 9, 11, of the Black canal.

Legislative Action :

Assembly Journal, 1844. Petition, bill and papers obtained from the committee on claims, Jan. 5, 1844, page 33. Referred to the committee on Jan. 8, page 39. Bill reported, Jan. 23, page 82. Report printed, Senate Doc., vol. 1, Doc 28.

Assembly Journal, 1845. Petition presented and referred to the committee on claims, Jan. 14, p. 83. Bill introduced, Feb. 18, 332. Passed, May 6, 1063.

Senate Journal, 1845. Bill received from Assembly, and referred to the committee on claims, May 6, 621. Reported favorably and ordered to a third reading, May 9, 660. Bill passed, May 13, 757.

Assembly Journal, 1846. Papers referred to the committee on claims, Jan. 19, 159. Referred to Canal Board, Jan. 23, 185. Committee discharged, Feb. 11, 334.

Senate Journal, 1846. Petition presented and referred to the committee on claims, Feb. 13, 210. Adverse report made and agreed to, March 10, 297. Senate Doc., vol. 3, No. 83.

Assembly Journal, 1847. Papers referred, Jan. 19, 121. Adverse report made and agreed to, Feb. 18, 316. Assembly Doc. vol. 2, No. 56.

Assembly Journal, 1848. Papers referred to the committee on claims, Feb. 15, 378. Adverse report made and agreed to, April 10, 1230.

CLAIMANTS,

JAMES SMITH, JACOB B. McELLERY.

Nature of Claim :

For damages sustained by reason of the construction of the Genesee Valley Canal.

Legislative Action :

Senate Journal, 1844. Petition presented, and referred to the committee on claims, March 2, page 243. Committee made adverse report, laid on the table, March 11, 233.

CLAIMANT,

JOHN H. T. SMITH.

Nature of Claim :

In relation to a certain escheat.

Legislative Action :

Senate Journal, 1845. Petition presented and referred to the Attorney General, Jan. 23, 89. Report made, Jan. 29, 107. Senate Doc., vol. 1, No. 20. Bill introduced, Feb. 6, 156. Bill ordered to a third reading, March 4, 256. Bill passed, March 4, 263.

Assembly Journal, 1845. Bill received from Senate and referred

Committee on claims, March 4, 437. Reported favorably,
455. Ordered to a third reading, April 30, 982. Bill
May 9, 1191.

CLAIMANTS,

MATTHEW SMITH, HENRY KINNE.

Nature of Claim:

tion to canal damages.

Legislative Action:

bly Journal, 1850. Petition presented and referred to the
e on claims, Jan. 31, 247.

CLAIMANT,

NOAH SMITH.

Nature of Claim:

tion to damages occasioned by the enlargement of the Erie

Journal, 1850. Petition presented, and referred to the
e on claims, Jan. 26, 128. Majority adverse report agreed
9, 182.

CLAIMANT,

POLLY SMITH.

Nature of Claim:

tion to money received for Indian lands sold.

Legislative Action:

bly Journal, 1849. Petition presented and referred Jan.

CLAIMANT,
WILLIAM SMITH

Nature of Claim :

Legislative Action :

Assembly Journal, 1845. Petition presented, and referred to the committee on grievances, April 1, 658. Bill introduced, May 6, 1056.

Assembly Journal, 1846. Papers referred to the committee on grievances, Feb. 6, 304. Favorable report and bill introduced, Feb. 9, 327. Ordered to a third reading, March 4, 570. Bill passed, March 7, 600.

Senate Journal, 1848. Bill received and referred to the committee on claims, April 3, 488.

CLAIMANT,
JAMES SPRAKER.

Nature of Claim :

In relation to land appropriated for the Erie enlargement.

Legislative Action :

Assembly Journal, 1845. Petition presented, and referred to the committee on claims, Jan. 17, 102. Canal Commissioners report made, Jan. 27, 162. Assembly Doc. vol. 3, No. 42. Committee make favorable report and bill introduced, March 5, 441.

Assembly Journal, 1847. Papers referred to the committee on claims, Jan. 27, 165. Adverse report made and agreed to Feb. 9, 253.

CLAIMANT,
JOHN G. SPRAKER.

Nature of Claim :

In relation to damages caused by the overflow of his land by the Erie canal.

Legislative Action:

Assembly Journal, 1850. Petition presented and referred to the
 committee on canals, Jan. 7, 55. Adverse report agreed to, Jan. 29,

CLAIMANTS,

JAMES SPRAKER and JOSEPH JOST.

Nature of Claim:

Indemnification to land damages.

Legislative Action:

Assembly Journal, 1844. Petition presented and referred to the
 committee on claims, Jan. 31, 185.

CLAIMANT,

J. A. SPAULDING.

Nature of Claim:

Indemnification to the acts of Robert McBride.

Legislative Action:

Assembly Journal, 1847. Petition presented, and referred to the
 committee on claims, April 6, 330. Report received, April 7, 339.
 Doc., vol. 3, No. 85. Adverse report agreed to, May 11, 611.

CLAIMANT,

ALEXANDER SPRATT.

Nature of Claim:

Indemnification to damages resulting from Erie canal enlargement.

Legislative Action:

Assembly Journal, 1846. Petition presented and referred to the
 committee on claims, March 5, 487. Adverse report made and
 agreed to, March 14, 585.

Assembly Journal, 1848. Petition presented and referred to the
 committee on claims, Jan. 26, 191. Adverse report made and agreed
 to, March 28, 725.

CLAIMANT,
JOSEPH SPRINGSTEED.

Nature of Claim :

In relation to canal damages.

Legislative action :

Assembly Journal, 1850. Petition presented and referred to the committee on canals, Feb. 6, 291.

CLAIMANT,
ISAAC SPOOR.

Nature of Claim :

In relation to canal damages.

Legislative Action :

Assembly Journal, 1844. Petition received, and referred to the Canal Board, Feb. 15, 287.

CLAIMANT,
MARY STAFFORD.

Nature of Claim :

For a release of the title of the State to land belonging to her husband.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on ways and means, April 28, 1053. Bill reported, Oct., 22, 1691.

CLAIMANT,
SPENCER H. STAFFORD.

Nature of Claim :

As attorney for the Oneida Indians.

Legislative Action :

Senate Journal, 1846. Petition presented and referred to the committee on Indian affairs, March 26, 383. Referred to the committee on finance, May 8, 645.

Senate Journal, 1847. Petition presented and referred to the committee on finance, March 11, 214.

Senate Journal, 1848. Petition presented and referred to the committee on finance, Feb. 28, 485.

CLAIMANT,

Mrs. JEMIMA STARKES, widow of Nathan Starkes.

Nature of Claim:

For services rendered by her husband in the revolution.

Legislative Action :

Assembly Journal, 1845. Papers referred to the committee on claims, Jan. 25, 155. Adverse report made and agreed to, Feb. 27, 387.

Assembly Journal, 1846. Papers referred to the committee on grievances, March 12, 568.

CLAIMANTS,

CHARLES N. ST. CLAIR and JAMES ST. CLAIR.

Nature of Claim:

In relation to damages incurred by the overflow of their lands by the Erie canal, at Marsh creek, owing to a small culvert.

Legislative Action:

Senate Journal, 1847. Petition presented, and referred to the committee on claims, March 5, 197. Bill introduced and report made, March 30, 297. Senate Doc. vol. 2, No. 75. Bill passed, April 10, 352.

Assembly Journal, 1847. Bill received and referred to the committee on canals, April 10, 704. Bill passed, Nov. 9, 1771.

CLAIMANT,

FRANCIS I. STRATTON.*Nature of Claim :*

In relation to the apprehension of a fugitive from justice.

Legislative Action :

Senate Journal, 1847. Petition presented, and referred to the committee on claims, April 26, 445. Referred to the Comptroller, April 26, 447. Report received, April 29, 485. Senate Doc. vol. 3, 97. Adverse report made and agreed to, May 11, 610.

CLAIMANT,

ENOS STEELE.*Nature of Claim :*

• In relation to a ditch from Skajaquada to Cornelius creek.

Legislative Action :

Senate Journal, 1849. Petition presented, and referred to committee on canals, Jan. 10. Report of State Engineer and Surveyor received, Jan. 18, 80. Bill introduced, Jan. 30, 132. Bill lost, Feb. 14, 207. Reconsidered and passed, Feb. 15, 216.

Assembly Journal, 1849. Bill received and referred Feb. 1, 471. Bill passed, Feb. 21, 547.

CLAIMANT,

SOLOMON G. STEELE.*Nature of Claim :**Legislative Action :*

Assembly Journal, 1844. Petition presented and referred to committee on claims, Jan. 18, 100.

CLAIMANT,
HARRISON STEPHENS.

Signature of Claim :

Legislative Action :

Assembly Journal, 1846. Petition presented and referred to the committee on judiciary, and bill introduced, March 20, 538, 640. Referred to a third reading.

CLAIMANT,
WILLIAM STERNBERG.

Signature of Claim :

Compensation for work done on Genesee Valley canal.

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to the committee on claims, Jan. 6, 49. Committee report unfavorably and referred to Canal Board, Jan. 24, 141. Report made, Feb. Assembly Docs. vol. 3, No. 55. Adverse report made and agreed to, May 3, 1050.

Assembly Journal, 1845. Petition presented and referred to the committee on claims, April 19, 495.

Assembly Journal, 1846. Papers referred to the committee on claims, Jan. 15, 130. Adverse report made and agreed to, Jan. 23, 130. Papers recommitted to the committee on claims, Jan. 27, 220. Committee report and bill introduced, Feb. 24, 434. Ordered to a third reading, April 2, 770.

Assembly Journal, 1846. Bill received from Assembly and referred to the committee on claims, April 24, 543.

Assembly Journal, 1847. Papers referred to the committee on claims, Jan. 15, 98. Adverse report made and agreed to, February 15, 98.

Assembly Journal, 1848. Papers referred to the committee on claims, Jan. 7, 52. Adverse report made and agreed to, Feb. 271. April 1, 1023.

Assembly Journal, 1849. Petition presented and referred to committee on claims, March 6, 680. Adverse report agreed April 7, 1396.

Assembly Journal, 1850. Petition presented, and referred to committee on canals, Jan. 8, 67. Referred to the Canal Board, Jan. 21, 167. Report made, Jan. 26, 217. Bill reported, Feb. 11, 309. Bill passed, March 29, 1009.

Senate Journal, 1850. Bill received and referred to the committee on claims, April 1, 546. Adverse report made and agreed April 4, 608.

CLAIMANTS,

JOHN STEWART & CO.

Nature of Claim :

In relation to stone furnished for Erie canal.

Legislative Action :

Assembly Journal, 1848. Petition presented, and referred to committee on claims, Feb. 3, 268. Adverse report made and agreed to, March 3, 543.

Assembly Journal, 1849. Petition presented and referred, Feb. 283. Bill reported, March 13, 818. Bill passed, April 3, 1228.

Senate Journal, 1849. Bill received and referred to the committee on claims, April 3, 529.

Senate Journal, 1850. Papers referred to the committee on claims, Jan. 23, 107. Majority adverse report laid on the table, Feb. 181. Agreed to, Feb. 19; 221. Senate Doc., No. 64.

CLAIMANT,

JAMES STEWART.

Nature of Claim :

For remuneration in consequence of the change of location of No. 30, of the Enlargement.

Legislative Action :

Assembly Journal, 1845. Petition presented, and referred to the committee on claims, Feb. 7, 261. Referred to Canal Board., Feb. 8, 271. Committee made adverse report and agreed to, March 14, 506. Assembly Doc., vol. 5, No. 173.

Assembly Journal, 1846. Petition presented and referred to the committee on claims, Jan. 23, 182.

CLAIMANT,

AUGUSTUS STOCKWELL.*Nature of Claim :*

For compensation for deficiency in lot No. 75, in the town of Ly-sander.

Legislative Action :

Senate Journal, 1849. Petition presented, and referred to the committee on claims, March 1, 282. Adverse report made and agreed to.

Senate Journal. 1850. Papers referred to the committee on claims, Jan. 15, 74. Adverse report laid on the table, Feb. 9, 180.

CLAIMANT,

WILLIAM A. STONE.*Nature of Claim :*

In relation to debts due from the Oneida Indians.

Legislative Action :

Senate Journal, 1846. Petition presented, and referred to the committee on claims, Jan. 8, 69. Adverse report made and agreed to, Jan. 12, 78. Senate Doc., vol. 1, No. 6.

Senate Journal, 1847. Petition presented, and referred to the committee on indian affairs, Sept. 25, 1847. Adverse report agreed to, Oct. 1, 719.

Assembly Journal, 1850. Petition presented and referred to the committee on claims, Jan. 21, 160.

CLAIMANTS,

St. Regis Indians, by their Trustees.*Nature of Claim :*

To have certain islands in the St. Lawrence river restored to them.

Legislative Action :

Assembly Journal, 1845. Petition presented and referred to the committee on the Judiciary, Jan. 30, p. 186.

CLAIMANT,

HENRY STORMS.*Nature of Claim :*

For extra services as Commissary General.

Legislative Action :

Senate Journal, 1847. Petition presented, and referred to the committee on claims, Nov. 19, 867. Bill reported, Nov. 27, 900. Ordered to third reading, Dec. 3, 924. Bill passed.

Assembly Journal, 1847. Bill reported favorably by the committee on claims, Dec. 6, 2057. Assembly Doc. vol. 8, No. 249. Bill passed, Dec. 15, 2238.

CLAIMANTS,

CHARLES STROUD, OSCAR GRANGER, LESTER HITCHCOCK, WALTER S. TODD.*Nature of Claim :*

In relation to work done on sections 12 and 14, of Genesee Valley canal.

Legislative Action :

Assembly Journal, 1849. Bill introduced and report made, March 29, 667. Assembly Doc. vol. 6, No. 148. (The Journal states that it is on the petition of Jacob Vandemark.)

Assembly Journal, 1845. Papers referred to the committee on claims, Jan. 16, 100.

Senate Journal, 1845. Petition presented and referred to the committee on claims, Jan. 10, 58. Sent to Canal Commissioners, Jan. 14, 67. Report received Jan. 22, 87. Senate Doc. vol. 1, No. 14.

CLAIMANT,
DAVID ST. JOHN.

Signature of Claim :

payment for services in attending to Capitol Park in 1843.

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to the
 Committee on ways and means, Jan. 13, 79.

CLAIMANT,
WILLIAM SWANTON

Signature of Claim :

Legislative Action :

Assembly Journal, 1848. Bill passed.
 Assembly Journal, 1848. Bill received and ordered to a third
 reading, April 8, 1219. Bill passed, April 10, 1252.

CLAIMANT,
GERRIT C. SWEET.

Signature of Claim :

Application to lock No. 2 on Oneida river improvement.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the
 Committee on claims, Feb. 26, 358. Sent to Canal Board, March
 1844. Report made, March 20, 551.

CLAIMANT,
RANSOM SWEET.

Signature of Claim :

Application for compensation for taking care of the lock and protecting the
 works on the Oneida river.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to Canal Board, March 4, 404. Report made, March 7, 435. Assembly Doc., vol. 5, No. 114.

CLAIMANT,

ASA B. SWIFT.

Nature of Claim :

In relation to land appropriated by the State.

Legislative Action :

Assembly Journal, 1847. Bill passed, April 15, 820.

Senate Journal, 1847. Bill received and referred to the committee on claims, April 15, 373. Referred to the Canal Board, April 20, 400. Report received, May 8, 589. Senate Doc., vol. 3, 1. Bill taken from table and re-committed to the committee on claims, Sept. 11, 659. Reported favorably, Sept. 13, 664. Ordered to third reading, Sept. 14, 669. Bill passed, Nov. 11, 823.

CLAIMANT,

HENRY O. SWIFT.

Nature of Claim :

For compensation for services on the trial of Oliver Divine, murder.

Legislative Action :

Assembly Journal, 1850. Petition presented and referred to committee on ways and means, Feb. 18, 388.

CLAIMANT,

HENRY C. SWIFT.

Nature of Claim :

In relation to lands taken for the Erie canal, in 1821.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on claims, Jan. 29, 171. Bill introduced, Feb. 12, 279. Assembly Doc., vol. 2, No. 58.

CLAIMANT,

JOHN SWIFT.

Nature of Claim :

Indemnification to canal damages.

Legislative Action :

Assembly Journal, 1848. Petition presented, and referred to the committee on claims, Jan. 5, 31. Bill reported, Feb. 23, 215.

CLAIMANT,

JOSEPH SWIFT.

Nature of Claim :

Indemnification to damages for the enlargement of the Erie canal.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on claims, March 11, 215. Referred to Canal Commissioners, March 12, 218. Report received, March 15, 237. Bill introduced, April 16, 375.

CLAIMANT,

Syracuse Coarse Salt Company.

Nature of Claim :

Compensation for payment of land taken to abate a nuisance.

Legislative Action :

Assembly Journal, 1850. Papers referred to the committee on claims, Jan. 48. Bill introduced, Jan. 24, 111.

CLAIMANT,
Syracuse.

Nature of Claim :

In relation to money expended to improve State lands.

Legislative Action :

Assembly Journal, 1848. Petition presented, and referred to committee on claims, Jan. 27, 203. Referred to the Canal Board, Feb. 26, 470. Report made, March 15, 732. Assembly Doc., vol. 4, No. 171. Favorably reported by said committee, and bill introduced, March 27, 844. Assembly Doc., vol. 5, No. 160. Bill passed, April 8, 1215. Reconsidered and passed, 10, 1231.

CLAIMANT,
DANIEL TALLMAN.

Nature of Claim :

In relation to the erection of a canal bridge in the city of Albany.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to committee on claims, Jan. 21, 124. Bill introduced, Feb. 10, 200. Assembly Doc., vol. 2, No. 49. Bill passed, April 14, 813.

Senate Journal, 1847. Bill received, and referred to the committee on claims, April 15, 371. Reported favorably and ordered to third reading, April 20, 395. Bill passed, April 20, 408.

CLAIMANTS,
TALLMAN and NOYES.

Nature of Claim :

For compensation for work done on the Erie canal enlargement after the suspension of that work by law.

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to committee on claims, Jan. 19, 103. Committee reported unfavorably, and petition is referred to the Canal Board, Jan. 24, 141. Reported

Jan. 30, 182. Assembly Doc., 1844, vol. 3., No. 44. Com-
on claims made adverse report. Agreed to, Feb. 6, 235.

CLAIMANT,

OLIVER TEALL.

Nature of Claim:

relation to the diversion of certain surplus canal waters.

Legislative Action:

Assembly Journal, 1849. Petition presented and referred, Jan.
7.

CLAIMANT,

WESSEL TEN BROECK.

Nature of Claim:

Legislative Action:

Assembly Journal, 1846. Petition presented and referred to the
Committee on claims, Jan. 24, 191. Adverse report agreed to, May
9, 1849.

CLAIMANT,

HERMAN TERWILLIGER.

Nature of Claim:

payment of damages occasioned by the erection of the State
cross the Chenango river.

Legislative Action:

Assembly Journal, 1844. Petition presented and referred to the com-
mittee on claims, Jan. 17, 67. Adverse report made and agreed to,
Jan. 16, 265. Report printed. Senate Doc. vol. 3, No. 97.
Assembly Journal, 1847. Petition presented, and referred to the
Committee on claims, Jan. 22, 133.

Assembly Journal, 1848. Papers referred to the committee on canals, Feb. 14, 376. Favorable report and bill introduced, Mar. 1, 512. Assembly Doc. vol. 3, No. 83. Ordered to a third reading, March 29, 961. Bill passed, April 5, 1093.

Senate Journal, 1848. Bill received, and referred to the committee on canals, April 6, 531. Adverse report agreed to, April 1, 577.

CLAIMANTS,

BRIGGS THOMAS and EREN WORDEN.

Nature of Claim :

For relief for work done on section 17 of Genesee Valley canal.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to committee on claims, Jan. 11, 74.

Senate Journal, 1846. Papers referred to the committee on claims, Jan. 16, 93. Adverse report laid on the table, Jan. 27, 151. Senate Doc. vol. 1, No. 31. Bill introduced by order of Senate, Feb. 180. Ordered to third reading, March 28, 393. Bill passed, March 30, 398.

Assembly Journal, 1846. Bill received from the Senate and referred to the committee on judiciary, April 1, 751. Report favorably, April 4, 793. Ordered to third reading, April 9, 854. Bill passed, April 17, 941.

Assembly Journal, 1847. Canal Board transmitted testimony, Jan. 27, 164. Assembly Doc. vol. 1, No. 34.

Senate Journal, 1850. Petition presented and referred to committee on claims, Feb. 1, 148. Adverse report agreed to, Feb. 9, 181.

CLAIMANTS,

ISAAC THOMPSON, WILLIAM THOMPSON, LEWIS BEED, JAMES L. BEED.

Nature of Claim :

For building locks on the Erie Canal Enlargement.

Legislative Action

[[Senate Journal, 1816. Petition presented and referred to the committee on claims, Jan. 7, 62. Referred to Canal Commissioners, Jan. 12, 79. Report received, Jan. 23, 132. Senate Doc., vol. 1, No. 26. Bill introduced by majority, Feb. 19, 230. Minority report, Senate Doc., vol. 2, No. 66. Ordered to a third reading, May 4, 599. Passed, May 7, 639.

Assembly Journal, 1846. Bill received from Senate and referred to the committee on claims, May 8, 1185. Reported favorably, and passed, May 9, 1215.

CLAIMANTS,

WASHINGTON THURMAN, WARREN MILLS, BENJAMIN A. TOWNER.

Nature of Claim :

In relation to the sinking of a boat in the Erie canal.

Legislative Action :

Assembly Journal, 1848. Petition presented and referred to the committee on claims, March 3, 542. Bill introduced and favorable report, March 22, 810. Assembly Doc., vol. 5, No. 110.

Assembly Journal, 1849. Papers referred, Jan. 12, 108. Adverse report agreed to, Jan. 16, 135. Reconsidered, Jan. 16, 143. Bill reported, Jan. 27, 252. Assembly Doc., vol. 2, No. 59. Bill passed, Feb. 7, 368.

Senate Journal, 1849. Bill received and claims, Feb. 8, 180.

Senate Journal, 1350. Papers referred to the committee on claims, Jan. 26, 130. Referred to the committee on grievances, Jan. 30, 142. Bill reported by majority, Feb. 6, 168.

CLAIMANT,

GEORGE TIBBITTS.

Nature of Claim :

In relation to injury done water privileges.

Legislative Action :

Assembly Journal, 1848. Petition presented and referred to the committee on claims, Feb. 5, 288.

Assembly Journal, 1848. Papers referred, Jan. 10, 89.

Assembly Journal, 1849. Papers referred, Jan. 10, 89. Bill introduced, Feb. 16, 484. Bill passed, March 28, 1100.

Senate Journal, 1849. Bill received and referred to the committee on canals, March 29, 491.

CLAIMANT,

JOSEPH TILLOTSON:

Nature of Claim :

In consequence of the construction of the Chenango canal.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on claims, Jan. 22, 131.

Assembly Journal, 1848. Papers referred to the committee on grievances, Feb. 25, 480. Adverse report made and agreed to March 21, 795.

CLAIMANT,

WALTER S. TODD.

Nature of Claim :

Canal damages.

Legislative Action :

Senate Journal, 1845. Petition presented and referred to the committee on claims, Jan. 18, 76. Sent to Canal Commissioner Jan. 21, 85. Report received, Jan. 22, 87. Senate Doc., vol. No. 13. Committee discharged, May 13, 733.

CLAIMANT,

DAVID TOMLINSON.

Nature of Claim :

To be relieved from payment of certain taxes levied under the quit rent taxation law.

Legislative Action :

Assembly Journal, 1849. Petition presented, and referred to the committee on the judiciary, Jan. 10, 87.

CLAIMANT,

**TOMLINSON, JOHN STRONG, HEIRS of WIL-
STRONG, STEPHEN A. DAGGETT, HENRY P.
ANDER, ABRAHAM VAN EPS.**

Nature of Claim :

Indemnity to damages occasioned by the breaking up of the Erie Canal, March, 1847.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on claims, Jan. 16, 99. Bill reported, Dec. 11, 2139. Assembly Doc. vol. 8, No. . Bill passed, Dec. 13, 2181.

Assembly Journal, 1847. Bill received, and referred to the committee on claims, Dec. 14, 998.

Assembly Journal, 1848. Papers referred, Jan. 10, 69.

Assembly Journal, 1848. Papers referred to the committee on canals, Dec. 15, 56. Adverse report agreed to, Feb. 24, 219.

Assembly Journal, 1849. Petition presented and referred, Jan. 17, 148. Bill introduced, Jan. 17, 148. Assembly Doc. vol. 2, No. 1 passed, Feb. 7, 367.

Assembly Journal, 1849. Bill received and referred to the committee on canals, Feb. 8, 180. Adverse report made, Feb. 23, 250. Bill rejected, April 6, 576.

CLAIMANT,

A. W. TREAT.

Nature of Claim :

Compensation for revolutionary services.

Legislative Action :

Assembly Journal, 1845. Petition presented, and referred to the committee on militia and public defence, Jan. 15, 95.

Assembly Journal, 1847. Petition presented and referred to the committee on claims, Jan. 23, 70. Adverse report agreed to, May 6, 544.

CLAIMANT,
JAMES D. TREAT.

Nature of Claim :

For relief as Canal Contractor.

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to committee on claims, Jan. 6, 48. Bill heretofore introduced on tice, reported favorably, Jan. 12, 76.

Assembly Journal, 1845. Papers referred to the committee on claims, Jan 14, 90. Favorable report made and bill introduced Jan. 25, 151. Bill ordered to third reading, March 27, 627. passed, April 1, 662.

Senate Journal, 1845. Bill received from Assembly, and referred to the committee on claims, April 3, 394. Referred to Canal Commissioners, April 4, 403. Report received, April 5, 412. See Doc. vol. 3, No. 87. Bill reported favorably, April 19, 497. ordered to a third reading, May 3, 585. Bill passed, May 8, 654.

CLAIMANT,
WILLIAM TURNER.

Nature of Claim :

In relation to arrears of his compensation as Health Commissioner.

Legislative Action :

Assembly Journal, 1849. Petition presented and referred, Feb. 24, 564. Bill reported, March 10, 766. Bill passed, March 1180.

Senate Journal, 1849. Bill received and referred, April 2, 5

CLAIMANTS,
WHITNEY TUTTLE, PETER EDWIN, A. G. WILLIAMSON.

Nature of Claim :

In relation to a breach in canal feeder at Boonville.

Legislative Action :

Assembly Journal, 1849. Petition presented, and referred to the committee on claims, Feb. 10, 401. Bill reported, Feb. 17, 494. Passed, April 3, 1234.

Assembly Journal, 1849. Bill received, and referred to the committee on claims, April 3, 538.

Assembly Journal, 1850. Petition presented, and referred to the committee on canals, Jan. 12, 105. Bill reported, Jan. 28, 221. Passed, March 15, 745.

Assembly Journal, 1850. Papers referred to the committee on claims, Jan. 29, 92.

CLAIMANT,

ORRIN TYLER.

*Nature of Claim :**Legislative Action :*

Assembly Journal, 1845. Bill passed.

Assembly Journal, 1845. Bill received from Assembly and referred to the committee on claims, April 24, 529.

CLAIMANT,

JAMES TYRRELL.

Nature of Claim :

Reimbursement to expenses incurred in raising a company in Chenango

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to the committee on claims, Jan. 15, 91. Adverse report made, Feb. 8, 91. Agreed to, April 19, 931.

CLAIMANT,

CHARITY VAN ALSTYNE.

Nature of Claim :

Reimbursement to the destruction of fences.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to committee on canals, Jan. 21, 125. Adverse report made and agreed to, April 20, 951.

Assembly Journal, 1850. Petition presented, and referred to committee on canals, Jan. 28, 219. Adverse report agreed to, Jan. 30, 241.

CLAIMANT,

DAVID VAN ALSTYNE.

Nature of Claim :

In relation to damages by the overflowing of his land by the Erie canal.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to committee on canals, March 10, 471. Bill introduced, April 10, 978.

Assembly Journal, 1848. Petition presented and referred to committee on claims, Jan. 7, 56. Bill introduced, Feb. 28, 404. Assembly Doc., vol. 3., No. 87. Ordered to third reading, March 29, 961.

Assembly Journal, 1849. Papers referred, Jan. 29, 263. Bill reported, Feb. 10, 404. Bill passed, April 2, 1204.

Senate Journal, 1849. Bill received, April 3, 520.

CLAIMANT,

JOHN C. VAN ALSTYNE.

Nature of Claim :

In relation to the enlargement of the Erie canal.

Legislative Action :

Assembly Journal, 1848. Petition presented, and referred to committee on claims, Jan. 30, 140.

CLAIMANT,

JOHN E. VAN ALSTYNE.*Nature of Claim :*

Interest on an award made in his favor by the Canal Appraisal of 1840.

Legislative Action :

Assembly Journal, 1846. Petition presented and referred to the committee on claims, Jan. 15, 120. Committee report adverse. Passed, Jan. 20, 165.

Assembly Journal, 1849. Petition presented, and referred to the committee on grievances, Jan. 3, 36. Bill reported, Jan. 22, 193. Assembly Doc., vol. 2, No. 43. Bill passed, Feb. 14, 457.

Assembly Journal, 1849. Bill received, and referred to committee on claims, Feb. 14, 209. Adverse report, March 20, 398.

CLAIMANTS,

JOSEPH B. VAN DUSEN and FRANCIS BATES.*Nature of Claim :*

Indemnity to the retaking of an escaped convict.

Legislative Action :

Assembly Journal, 1848. Petition presented, and referred, March 1, 1024. Favorable report, and bill introduced, April 1, 1024.

Assembly Journal, 1849. Papers referred to the committee on claims, Jan. 6, 61. Bill reported, Jan. 13, 110. Assembly Doc., vol. 2, No. 18. Bill passed, Jan. 20, 183.

Assembly Journal, 1849. Bill received and referred to the committee on claims, Jan. 22, 96. Adverse report, Jan. 24, 109. Bill passed, March 1, 187.

CLAIMANT,

JOHN S. VAN EPPS.*Nature of Claim :*

Indemnity to damages sustained by his land from leakage of the canal.

Legislative Action :

Assembly Journal, 1845. Petition presented, and referred to the committee on claims, Jan. 14, 84. Adverse report made and agreed to, Feb. 24, 363.

Assembly Journal, 1846. Papers referred to the committee on grievances, Jan. 13, 107. Committee report favorably, and bill introduced, Jan. 23, 184. Assembly Doc., vol. 2, No. 43. Bill ordered to a third reading, March 19, 636. Bill passed, April 7, 817.

Senate Journal, 1846. Bill received, and referred to the committee on claims, April 7, 439.

Assembly Journal, 1847. Papers referred to the committee on grievances, Jan. 14, 90.

Assembly Journal, 1848. Papers referred to the committee on grievances, Jan. 6, 39. Favorable report made and bill introduced, Feb. 4, 282. Assembly Doc., vol. 2, No. 45. Bill ordered to a third reading, Feb. 24, 450. Bill passed, Feb. 26, 471.

Senate Journal, 1848. Bill received and referred to the committee on canals, Feb. 26, 228. Bill rejected, March 1, 240. Reconsidered, March 2, 247. Again rejected, March 10, 289.

Assembly Journal, 1849. Bill reported, Jan. 13, 109. Assembly Doc., vol. 1, No. 21. Bill passed, Jan. 17, 152.

Senate Journal, 1849. Bill received and referred to the committee on claims, Jan. 17, 78. Adverse report, Jan. 23, 102. Bill rejected, April 3, 339.

Assembly Journal, 1850. Papers referred to the committee on grievances, Jan. 23, 199.

CLAIMANT,

WILLIAM VANDEVOORT.

Nature of Claim :

Canal damages.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the committee on canals, Feb. 17, 305. Favorable report and bill introduced, March 6, 427.

Assembly Journal, 1845. Papers referred to the committee on canals, Feb. 5, 250. Bill introduced, Feb. 7, 263. Ordered to a third reading, April 29, 973. Bill passed, May 5, 1049.

Journal, 1845. Bill received from Assembly and referred to committee on claims, May 5, 609. Ordered to a third reading, Feb. 6, 609.

CLAIMANT,

MICHAEL S. VANDERHOOF.

Nature of Claim:

Losses incurred in service.

Legislative Action:

Assembly Journal, 1850. Petition presented, and referred to the committee on militia, Feb. 8, 311.

CLAIMANTS,

B. VANDERMARK, JOHN VANDEWERKEN, OSCAR HITCHCOCK, LESTER HITCHCOCK, CHARLES STROUD, JAMES S. TODD.

Nature of Claim:

Contract.

Legislative Action:

Assembly Journal, 1845. Adverse report made by committee on claims and agreed to, Feb. 8, 271.

Assembly Journal, 1845. Petition presented and referred to the committee on claims, Jan. 10, 58. Sent to Canal Commissioners, Jan. 10, 58.

Report received, Jan. 22, 87. Senate Doc., vol. 1, No. 15. Committee discharged, May 13, 733.

Assembly Journal, 1847. Petition presented and referred to the committee on claims, Jan. 19, 112. Bill introduced, Feb. 20, 340.

Senate Doc., vol. 2, No. 76. Bill lost, Nov. 20, 1905.

Assembly Journal, 1848. Papers referred to the committee on claims, Jan. 20, 145.

CLAIMANT,

CORNELIUS G. VAN DEUSEN.*Nature of Claim :*

For a reappraisal of damages in consequence of the Erie Canal Enlargement.

Legislative Action :

Assembly Journal, 1846. Petition presented, and referred to committee on claims, Jan. 20, 1846. Adverse report made and agreed to, Jan. 27, 1846.

CLAIMANT,

HESTER VAN DINE.*Nature of Claim :**Legislative Action :*

Senate Journal, 1845. Petition presented and referred to committee on claims, Feb. 17, 1845. Sent to Attorney General March 11, 1845.

CLAIMANT,

JACOB VAN DORN.*Nature of Claim :*

In relation to damages occasioned by an elevation of the Schoharie dam across Schoharie Creek.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to committee on claims, Feb. 12, 1847.

Assembly Journal, 1848. Papers referred to the committee on grievances, Feb. 19, 1848. Adverse report made and agreed to March 3, 1848.

CLAIMANT,

CORNELIUS C. VAN VRANKEN.*Nature of Claim:*

ation to damages incurred in consequence of encroachment
highways.

Legislative Action:

Assembly Journal, 1844. Papers taken from files and referred to
committee on claims, Jan. 13, 84. Committee report unfav-
orable, Jan. 1, 200. Referred to Canal Board, Feb. 6, 237. Report
made, Feb. 14, 283.

Assembly Journal, 1845. Petition presented and referred to the
Canal Board, Feb. 28, 395. Report made, March 4, 431. Assem-
bly Journal, vol. 4, 157. Adverse report made by Committee, and
reported, March 7, 455.

CLAIMANT,

BARENT VAUGHN.*Nature of Claim:*

ation to the sinking of his boat in the Champlain canal.

Legislative Action:

Assembly Journal, 1846. Papers referred to the committee on
claims, Jan. 10, 82.

CLAIMANT,

JOHN H. VEDDER.*Nature of Claim:*

ation to the Oneida Purchasers of 1840, 1841.

Legislative Action:

Assembly Journal, 1846. Petition presented and referred to the
Commissioners of the Land Office, Jan. 8, 69. Report received,
Jan. 20, 186. Assembly Doc., vol. 1, No. 7. Adverse report laid on
table, Jan. 20, 145. Senate Doc., vol. 1, No. 29.

Assembly Journal, 1848. Papers referred to the committee on
claims, Jan. 29, 229.

Assembly Journal, No. 5.]

CLAIMANTS,

JOHN P. VEEDER, HARMAN VEEDER.*Nature of Claim :*

In relation to change of contract and extra work done on the Erie canal enlargement.

Legislative Action :

Assembly Journal, 1846. Petition presented, and referred to the committee on claims, March 6, 694. Referred to Canal Board, March 10, 538. Report received, March 14, 589. Assembly Doc. No. 135, vol. 4.

Assembly Journal, 1847. Papers referred to the committee on claims, Jan. 27, 166. Bill received, Feb. 18, 317. Bill passed, Sept. 21, 1478.

Senate Journal, 1847. Bill received and referred to the committee on claims, Sept. 21, 684. Reported favorably, Sept. 23, 690. Ordered to a third reading, Nov. 20, 878. Bill passed, Nov. 22, 881.

CLAIMANT,

GERRIT VISSCHER.*Nature of Claim :*

In relation to damages done to his ferry by Erie canal enlargement.

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to the committee on claims, Jan. 31, 185. Adverse report made and agreed to, Feb. 9, 261.

Senate Journal, 1849. Petition presented and referred to the committee on claims, Feb. 14, 212. Adverse report agreed to, Feb. 21, 264.

CLAIMANT,

JOHN V. S. VISSCHER.*Nature of Claim :*

In relation to cleaning musketry for the Albany Burgess Corps, when in the service of the State in 1844.

Legislative Action :

Assembly Journal, 1848. Bill introduced, March 18, 776. Favorably reported, April 6, 1108.

Assembly Journal, 1849. Papers referred, Jan. 8, 77.

CLAIMANTS,

HENRY P. VOORHEES, ELIAS STILLWELL.

Nature of Claim :

In relation to canal damages.

Legislative Action :

Assembly Journal, 1849. Petition presented, and referred to the committee on canals, Feb. 2, 296. Bill introduced, Feb. 21, 539. (See John H. Babcock.)

Assembly Journal, 1850. Petition presented and referred to the committee on canals, Jan. 22, 183. Bills introduced, (to each separately,) February 4, 277. Bills passed, (Stillwell,) March 14, 720. Voorhees, March 15, 722.

Senate Journal, 1850. Bill received and referred to the committee on canals, March 15, 372. Bill passed, April 6, 657.

CLAIMANTS,

JAMES L. VOORHEES, DAVID WILCOX, JOHN W. PRATT.

Nature of Claim :

In relation to a bridge over the Oswego canal in the village of Fulton.

Legislative Action :

Assembly Journal, 1850. Bill introduced, Feb. 1, 257. Bill passed, March 28, 1010. Reconsidered, April 6, 1183. Bill passed, April 9, 1223.

Senate Journal, 1850. Bill received and referred to the committee on canals, April 9, 702. Favorably reported, April 9, 726. Bill passed, April 10, 756.

CLAIMANT,
JOHN N. VROOMAN.

Nature of Claim :

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to the committee on claims, Jan. 27, 167.

CLAIMANT,
BENJAMIN WADSWORTH.

Nature of Claim :

For compensation for damages sustained by the alteration of the Hamilton and Skaneateles turnpike, in the construction of the Eaton Brook Reservoir.

Legislative Action :

Assembly Journal, 1844. Papers taken from files and referred to the committee on claims, Jan. 8, 56.

Assembly Journal, 1849. Petition presented and referred to the committee on claims, Jan. 23, 204. Bill introduced, Jan. 26, 239. Bill passed, Feb. 15, 474.

Senate Journal, 1849. Bill received and referred, Feb. 15, 217. Bill rejected, April 5, 575.

CLAIMANTS,
LEONARD WAGER and FRANCIS SMITH.

Nature of Claim :

In relation to injuries received in the public service, at the annual parade of the 262nd Regiment N. Y. S. Militia.

Legislative Action :

Assembly Journal, 1846. Petition presented and referred to the committee on militia and public defence, Feb. 18, 397. Bill introduced and report made, Feb. 24, 436. Assembly Doc., vol. 4, No. 10. Ordered to third reading, April 2, 772. Bill lost, May 6, 1134

Assembly Journal, 1847. Petition presented and referred to the committee on militia and public defence, Jan. 29, 171. Bill reported, Feb. 20, 241. Adverse report agreed to, March 3, 420.

CLAIMANT,

PETER J. WAGNER.

Nature of Claim:

In relation to damages occasioned by the enlargement.

Legislative Action:

Senate Journal, 1846. Petition presented and referred to the committee on claims, Feb. 12, 256. Referred to Canal Commissioners, Feb. 16, 207. Report made, March 5, 277. Senate Doc., vol. 3, No. 77. Ordered third reading, April 17, 498. Bill passed, April 24, 544.

Assembly Journal, 1846. Bill received from Senate, and referred to committee on claims, April 24, 1043. Bill passed, May 12, 1314.

Assembly Journal, 1849. Petition presented and referred, Feb. 2, 296.

CLAIMANT,

DANIEL WALRATH.

Nature of Claim:

For damages awarded to him by the Canal Appraisers, in consequence of injury done to his saw-mill by diverting and obstructing the waters of the Chittenango creek.

Legislative Action:

Senate Journal, 1844. Petition presented, and referred to the committee on claims, Jan. 5, 32. Reported adversely, Jan. 17, 67. Report and adverse resolution laid on table. Senate Doc., vol. 1, No. 21.

Assembly Journal, 1845. Petition presented and referred to the committee on claims, Jan. 14, 83. Adverse report made and laid on table, Feb. 6, 256. Assembly Doc., vol. 3, No. 67.

CLAIMANT,
JOHN I. WALRATH.

Nature of Claim :

For damages in consequence of the diversion of the waters of the Chittenango creek from his saw-mill.

Legislative Action :

Senate Journal, 1844. Petition presented and referred to the committee on claims, Jan. 5, 32. Reported adversely, Jan. 17, 67. Report and adverse resolution laid on table. Senate Doc., vol. 1, No. 21.

March 6, 213, bill for the relief of John I. & Daniel Walrath, and the representatives of Abraham Walrath, deceased, introduced by consent.

Assembly Journal, 1845. Petition presented, and referred to the committee on claims, Jan. 14, 83. Adverse report made and laid on table, Feb. 6, 256. Assembly Doc., vol. 3, 2, No. 67. Bill ordered to third reading, April 2, 683. Bill passed, April 4, 704.

Senate Journal, 1845. Bill received from Assembly, and referred to the committee on claim, April 5, 411. Reported adversely, April 17, 479. Senate Doc., vol. 3, No. 92.

Assembly Journal, 1846. Papers referred to the committee on claims, Jan. 13, 107. Referred to the committee on judiciary, April 24, 1043. Referred to the committee on claims, May 5, 1121. Adverse report laid on table, May 12, 1302.

Senate Journal, 1847. Papers referred to the committee on claims, Jan. 19, 56. Adverse report laid on table, Feb. 9, 117.

Assembly Journal, 1848. Papers referred to the committee on claims, Jan. 27, 209. Favorable report made and bill introduced, Feb. 11, 353. Assembly Doc., vol. 3, No. 67. Ordered to third reading, March 8, 618. Bill passed, March 9, 631.

Senate Journal, 1848. Bill received and referred to the committee on canals, March 9, 285. Adverse report made and agreed to, March 10, 288. Reconsidered, March 11, 295.

Assembly Journal, 1849. Papers referred, Jan. 25, 231.

Senate Journal, 1849. Papers referred to the committee on claims, Jan. 25, 116. Adverse report agreed to, Feb. 9, 186.

CLAIMANT,
ORLANDO WARNER.

Nature of Claim :

relation to damages caused by the Genesee Valley canal.

Legislative Action :

Assembly Journal, 1848. Petition presented and referred to the
Committee on claims, Jan. 20, 1840.

CLAIMANT,
Waterloo Woolen Manufacturing Company.

Nature of Claim :

relation to the raising of the Cayuga and Seneca canal and Se-
river.

Legislative Action :

Assembly Journal, 1849. Petition received, and referred to the
Committee on claims, March 7, 1849.

CLAIMANT,
THOMAS P. WATERS.

Nature of Claim :

relation to the sinking of a canal boat in the Erie canal.

Legislative Action :

Assembly Journal, 1849. Petition presented and referred to the
Committee on canals, Feb. 14, 1849. Adverse report made and agreed
March 5, 1849. Assembly Doc., vol. 3, No. 169.
Assembly Journal, 1850. Papers referred, Jan. 10, 1850.

CLAIMANT,
JOHN WATKINS.

Nature of Claim :

relation to damages incurred by the construction and improve-
ment of the Cayuga and Seneca canal.

Legislative Action:

Assembly Journal, 1845. Petition presented and referred to the Canal Appraisers. Report made, Jan. 28, 1845. Assembly Decree, vol. 3, 41. Bill introduced, Feb. 17, 1845. Ordered to third reading, April 14, 1845. Bill passed, April 25, 1845.

Senate Journal, 1845. Bill received from Assembly, and referred to claims, April 26, 1845. Favorably reported, April 29, 1845. Ordered to a third reading, May 14, 1845. Bill passed, May 14, 1845.

Assembly Journal, 1847. Petition presented and referred to the committee on canals, Jan. 14, 1847. Bill introduced, Jan. 19, 1847. Bill passed, April 2, 1847.

Senate Journal, 1847. Bill received and referred to the committee on claims, April 2, 1847. Reported favorably and ordered to a third reading, April 20, 1847. Bill passed, April 20, 1847.

Assembly Journal, 1848. Papers referred to the committee on canals, Jan. 22, 1848.

Senate Journal, 1850. Papers referred, Feb. 7, 1850. Canal Appraisers report received, Feb. 15, 1850. Senate Doc. No. 63.

CLAIMANTS,

WILLIAM B. WATSON, WILLIAM SUTHERLAND.

Nature of Claim:

In relation to canal damages.

Legislative Action:

Assembly Journal, 1850. Petition presented, and referred to the committee on canals, Feb. 25, 1850.

CLAIMANTS,

HARVEY WAY, JOSIAH D. MACK.

Nature of Claim:

In relation to work done on section 3, Black River canal feeder.

Legislative Action:

Senate Journal, 1847. Petition presented and referred to the committee on claims, Oct. 5, 1847. Referred to the Canal Board, Oct. 14, 1847. Sent to committee on canals, Oct. 18, 1847. Bill introduced

. 22, 777. Ordered to third reading, Nov. 15, 840. Bill
Nov. 16, 854.
te Journal, 1846. Bill received, and referred to the com-
on claims, Nov. 17, 1863. Bill passed, Nov. 19, 1895.

CLAIMANT,

JOSHUA WEBSTER.

ature of Claim :

Legislative Action :

nbly Journal, 1844. Papers taken from files and referred to
mittee on claims, Feb. 6, 230.
nbly Journal, 1848. Petition presented and referred to the
tee on claims, Jan. 25, 176. Bill ordered to third reading,
9, 963. Bill passed, April 5, 1097.
e Journal, 1848. Bill received and referred to the commit-
claims, April 6, 534. Bill passed, April 10, 602.

CLAIMANT,

MATTHEW WEBSTER.

ature of Claim :

tion to property taken from the Erie canal enlargement, in
ge of Fort Plain.

Legislative Action :

nbly Journal, 1848. Bill introduced, March 17, 757. As-
Doc. vol. 5, No. 141.

CLAIMANT

P. G. WEBSTER.

ature of Claim :

on to damages occasioned by the enlargement of the Erie

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to committee on claims, Jan. 17, 96. Sent to Canal Appraisers, 17, 242. Report made, Feb. 9, 262. Committee on claims made adverse report and agreed to, Feb. 16, 299.

CLAIMANT,

ELIAS WEED.

Nature of Claim :

As a contractor on the canal.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to committee on claims, March 11, 465.

CLAIMANT,

ALBERT WELLS.

In relation to damages sustained by the overflowing of the canal in Palmyra, Wayne county.

Legislative Action :

Senate Journal, 1847. Petition presented, and referred to committee on claims, Jan. 12, 34. Adverse report laid on the table Feb. 1, 93, Senate Doc. vol. 1, No. 27.

CLAIMANTS,

HEIRS of ABRAHAM WESTFALL.

Nature of Claim :

For compensation for Revolutionary services.

Legislative Action :

Assembly Journal, 1846. Petition presented and referred to committee on militia and public defence, April 18, 947.

CLAIMANT,
Town of Wheatland.

Nature of Claim:

For injury done highways in the construction of the Genesee Valley canal.

Legislative Action:

Assembly Journal, 1850. Papers referred to the committee on canals, Jan, 10, 85.

CLAIMANT,
GEORGE W. WHEELER.

Nature of Claim:

In relation to canal damages.

Legislative Action:

Assembly Journal, 1850. Petition presented and referred to the committee on canals, Jan. 31, 247.

CLAIMANTS,
GEORGE WHEELER, STEPHEN ADAMS, JOHN McWHORTER, LEVI SANFORD, JUSTUS CRANDALL.

Nature of Claim:

In relation to the use of Hatch's lake as a canal reservoir.

Legislative Action:

Assembly Journal, 1846. Petition presented, and referred to the committee on grievances, Feb. 10, 327. Bill introduced and favorable report made, Feb. 24, 435. Assembly Doc., vol. 4, No. 102. Ordered to a third reading, April 2, 771. Bill passed, April 9, 857.

Senate Journal, 1846. Bill received and referred to the committee on claims, April 10, 458. Adverse report made, April 21, 528.

Assembly Journal, 1847. Papers referred to the committee on claims, Jan. 27, 166. Bill introduced, March 2, 405.

Senate Journal, 1848. Papers referred to the committee on canals, Feb. 12, 185.

Assembly Journal, 1848. Papers referred to the committee on canals, Feb. 12, 365.

CLAIMANTS,

JOHN G. WHEELOCK, JOHN WHEELOCK, JONATHAN WHEELOCK.

Nature of Claim :

For relief for damages occasioned by the construction of canal through Watervliet.

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to the committee on claims, Jan. 13, 79. Referred to Canal Board, Jan. 17, 96. Report made, Jan. 23, 131. Assembly Doc., 1844, vol. No. 22. Committee on claims made adverse report, agreed to, Feb. 6, 235.

Assembly Journal, 1845. Petition presented, and referred to the committee on canals, Jan. 18, 108. Adverse report made and agreed to, Jan. 25, 151. Papers referred to the committee on canals, Jan. 28, 158.

Assembly Journal, 1846. Papers referred to the committee on grievances, Jan. 12, 96. Adverse report laid on the table, Feb. 281. Assembly Doc., vol. 3, No 76.

Assembly Journal, 1847. Papers referred to the committee on grievances, Jan. 14, 90. Bill reported, April 5, 715. Bill passed, Oct. 15, 1627.

Senate Journal, 1847. Bill received and referred to the committee on claims, Nov. 19, 873. Ordered to a third reading, Dec. 2, 918. Bill passed, Dec. 4, 933.

Assembly Journal, 1850. Petition presented and referred to the committee on claims, Feb. 15, 381.

CLAIMANT,

HENRY WHITE, and the heirs of JOHN WILLIAMS.

Nature of Claim :

In relation to taking land for the enlarged canal.

Legislative Action :

Senate Journal, 1814. Petition, bill and papers obtained from the Assembly, Jan. 5, 33. Referred to the committee on claims, Jan. 8, 33. Report made and bill introduced, Jan. 22, 79. Report ordered—Senate Doc., vol. 1, No. 23. Bill ordered to a third reading, Feb. 10, 142. Bill passed, Feb. 14, 149.

Assembly Journal, 1844. Bill received and referred to the committee on claims, Feb. 14, 283. Favorable report made, Feb. 16, 283. Bill ordered to a third reading, April 22, 917. Bill passed, April 26, 1108.

CLAIMANTS,

IN WHITEHEAD, Son of WILLIAM WHITEHEAD.

Nature of Claim :

For revolutionary services.

Legislative Action :

Assembly Journal, 1845. Petition presented, and referred to the committee on militia, Feb. 12, 290. Bill introduced, Feb. 21, 352. Senate Doc., No. 93, vol. 4. Ordered to a third reading, April 27, 73. Bill passed, May, 6, 1074.

Senate Journal, 1845. Bill received from Assembly and referred to the committee on claims, May 7, 637.

Assembly Journal, 1846. Papers referred to the committee on claims, Jan. 17, 147. Favorable report and bill introduced, April 25, 125. Bill passed, April 29, 1054.

Senate Journal, 1846. Bill received, and referred to the committee on claims; April 30, 560. Reported and ordered to a third reading, April 11, 689.

Assembly Journal, 1847. Papers referred to the committee on claims, Jan. 15, 98. Bill introduced, Jan. 25, 150. Assembly Journal, vol. 1, No. 30. Bill passed, March 31, 666.

Senate Journal, 1847. Bill received from the Assembly, and referred to the committee on the judiciary, April 1, 307. Adverse report made, April 5, 319.

Senate Journal, 1848. Papers referred to the committee on claims, April 1, 54. Adverse report laid on the table, Jan. 27, 115.

CLAIMANT,
JAMES N. WHITNEY.

Nature of Claim :

In relation to damages occasioned by the leakage of the water lock at Albany.

Legislative Action :

Assembly Journal, 1847. Petition presented, and referred to committee on claims, March 20, 562. Referred to Commission of the Land Office, April 26, 1024. Report made, Sept. 11, 14. Assembly Doc, No. 185, vol. 7. Bill introduced, Nov. 15, 18. Assembly Doc., vol. 8, No. 239. Bill passed, Dec. 2, 2021.

Senate Journal, 1847. Bill received and referred to the committee on claims, Dec 2, 920. Favorably reported, Dec. 4, 932. Passed, Dec. 10, 967.

CLAIMANT,
JOHN WHITTLESEY.

Nature of Claim :

For preserving structures on the Black River canal.

Legislative Action :

Senate Journal, 1846. Petition presented and referred to committee on claims, Feb. 18, 223.

CLAIMANT,
LANSING WICK.

Nature of Claim :

In relation to canal damages.

Legislative Action :

Assembly Journal, 1850. Petition presented and referred to committee on claims, Jan. 31, 247.

CLAIMANT,

WILLIAM WIGGINS, DANIEL. CONGER.*Nature of Claim:*

relation to lands taken from them after patent issued.

Legislative Action:

Assembly Journal, 1850. Bill introduced, March 16, 764.
passed, March 25, 880.

ate Journal, 1850. Bill received and referred to the committee
of judiciary, March 25, 459. Bill passed, April 10, 759.

Bill for the relief of William Wiggins, passed the Assembly,
and was adversely reported by Senate committee on claims,
rejected, April 8, 688.

CLAIMANT,

ELIAS WILCOX.*Nature of Claim:*

relation to losses incurred by the discharge of water from the
canal.

Legislative Action:

ate Journal, 1849. Petition presented, and referred to the com-
mission on canals, Jan. 16, 70. Bill introduced, Jan 16, 72. Bill
passed, March 26, 451.

Assembly Journal, 1849. Bill received and referred to the com-
mission on claims, March 27, 1047. Bill passed, April 4, 1268.

CLAIMANT,

WILLIAM WILCOX.*Nature of Claim:*

relation to canal damages.

Legislative Action:

Assembly Journal, 1845. Petition presented and referred to the
committee on claims, Feb. 26, 376.

Assembly Journal, 1846. Papers referred to the committee on
Jan. 23, 187. Adverse report agreed to, May 12, 1309.

Assembly Journal, 1847. Papers referred to the committee on claims, March 4, 651. Adverse report made and agreed to, April 19, 924.

Assembly Journal, 1848. Papers referred to the committee on canals, Feb. 19, 416.

CLAIMANT,

HENRY WILKINS.

Nature of Claim :

In relation to the erection of a canal bridge at Albany.

Legislative Action :

Assembly Journal, 1847. Petition presented and referred to the committee on claims, Jan. 21, 124. Bill passed, April 15, 818.

Senate Journal, 1847. Bill received and referred to the committee on claims, April 15, 373. Reported favorably and ordered to a third reading, April 20, 396. Bill passed, April 20, 408.

CLAIMANT,

GEORGE WILSON.

Nature of Claim :

In relation to obstructions at the outlet of the Crooked Lake.

Legislative Action :

Senate Journal, 1849. Petition presented, and referred to the committee on claims, Feb. 8, 176. Adverse report agreed to, Feb. 23, 250.

CLAIMANT,

ROBERT WILSON.

Nature of Claim :

In relation to the breaking of the Plack River canal feeder.

Legislative Action :

Assembly Journal, 1849. Petition presented and referred to the committee on canals, Feb. 27, 594. Bill reported, March 30, 1130.

CLAIMANT,

RICHARD WILSON.*Nature of Claim :*

In relation to the bounty land given to soldiers.

Legislative Action :

Senate Journal, 1849. Petition presented, and referred to the committee on claims, Jan. 26, 119.

Senate Journal, 1850. Papers referred to the committee on claims, Feb. 19, 222. Adverse report agreed to.

GEORGE WILLIAMS.*Nature of Claim :*

In relation to the substitution of an open cut for a tunnel on the Genesee Valley canal at Portage.

Nature of Claim :

Assembly Journal, 1849. Petition presented and referred, Feb. 6, 340. Adverse report made and agreed to, Feb. 15, 469.

CLAIMANT,

JAMES WILLIAMS.*Nature of Claim :*

In relation to damages sustained by the overflow of his land by the Erie canal.

Legislative Action :

Assembly Journal, 1848. Petition presented, and referred to the committee on canals, Jan. 17, 116. Favorable report and bill introduced, Feb. 26, 470. Assembly Doc. vol. 8, No. 185. Ordered to third reading, March 29, 961. Bill passed.

[Senate, No. 5.]

Senate Journal, 1848. Bill received and referred, April 7, 544. Adverse report agreed to, April 10, 593.

Assembly Journal, 1850. Petition presented and referred to the committee on canals, Feb. 26, 461.

CLAIMANT,
LEVI WILLIAMS.

Nature of Claim :

In relation to disbursements made on the Black River canals, March 23, 821.

Legislative Action :

Assembly Journal, 1848. Petition presented and referred to the committee on canals, March 23, 821.

CLAIMANT,
PLATT WILLIAMS.

Nature of Claim :

In relation to damages sustained by the breaking of the dam across Alder creek from the Black River canal.

Legislative Action :

Assembly Journal, 1844. Petition presented and referred to the committee on claims, April 13, 824.

Assembly Journal, 1845. Papers referred to the committee on claims, Jan. 15, 96. Adverse report made and laid on the table, March 19, 554.

Assembly Journal, 1846. Papers referred to Canal Commissioners, Jan. 24, 199. Report received, Jan. 29, 236. Adverse report made and agreed to, Feb. 17, 386.

Senate Journal, 1847. Papers referred to the committee on claims, Jan 16, 47. Favorable report made and bill introduced, Feb. 19, 152. Senate Doc. vol. 2, No. 46. Ordered to third reading, April 10, 350.

Assembly Journal, 1847. Bill received and referred to the committee on canals, April 10, 765.

ate Journal, 1848. Papers referred to the committee on claims, 4, 258.

embly Journal, 1850. Papers referred to the committee on Jan. 22, 185. Bill introduced, Feb. 28, 515. Bill passed, 29, 1018.

ate Journal, 1850. Bill received and referred to the committee on claims, April 1, 546. Favorably reported, April 6, 645. Bill passed, April 10, 774.

CLAIMANT,

WILLIAM H. WILLIAMS.

Nature of Claim :

to be released from a certain canal contract.

Legislative Action :

ate Journal, 1849. Petition presented and referred to the committee on canals, March 24, 1006. Bill reported, April 5, 1285. Bill passed, April 7, 1404.

ate Journal, 1849. Bill received and referred, April 9, 613.

embly Journal, 1850. Papers referred, Feb. 28, 513. Bill passed, March 5, 573. Bill passed, March 19, 795.

ate Journal, 1850. Bill received and referred to the committee on claims, March 20, 409. Favorably reported, April 6, 643. Bill passed, April 10, 745.

CLAIMANT,

DANIEL W. WING.

Nature of Claim :

to obtain compensation for an overflow of land by the Champlain canal.

Legislative Action :

ate Journal, 1845. Petition presented, and referred to the committee on claims, Feb. 10, 182. Bill introduced, March 27, 358. Doc. vol. 2, No. 81. Bill ordered to third reading, April 10, 1845. Bill passed, April 14, 463.

embly Journal, 1845. Bill received from Senate and referred to committee on claims, April 14, 819. Favorable report made,

April 18, 1869. Bill ordered to third reading, April 30, 1882. Bill passed, May 9, 1897.

Assembly Journal, 1847. Petition presented and referred to committee on claims, Feb. 26, 361.

Assembly Journal, 1848. Papers referred to the committee on claims, Feb. 11, 358.

CLAIMANTS,

EDWARD T. WOOD, GEORGE F. TERRY, JOSEPH WOOD.

Nature of Claim :

In relation to damages sustained by the construction of the Erie canal.

Legislative Action :

Assembly Journal, 1848. Petition presented and referred to committee on claims, Feb. 3, 207. Favorable report made and bill introduced, March 20, 782. Assembly Doc. vol. 5, No. 138. Bill ordered third reading, March 29, 963.

CLAIMANT,

EZRA WOOD.

Nature of Claim :

In consequence of a break in the Erie canal, in Orleans co.

Legislative Action :

Assembly Journal, 1848. Petition presented and referred, to committee on claims, Jan. 19, 135. Favorable report made and bill introduced, Feb. 5, 299. Assembly Doc., vol. 2, No. 49. Bill ordered to third reading, Feb. 23, 446. Bill passed, Feb. 24, 453.

Senate Journal, 1848. Bill received and referred to the committee on canals, Feb. 24, 222.

Assembly Journal, 1849. Papers referred, Jan. 17, 150.

Senate Journal, 1849. Bill introduced and referred to the committee on canals, Jan. 16, 72.

CLAIMANT,

FERNANDO WOOD.*Nature of Claim :*

In relation to a release from the State of certain land in the city of New-York.

Legislative Action :

Senate Journal, 1849. Petition presented, and referred, Jan. 11, 1849. Bill reported, Jan. 17, 76. Bill passed, Jan. 23, 106. Senate Journal, 1849. Bill received and referred to the committee on Judiciary, Jan. 23, 208. Bill passed, Feb. 27, 600.

CLAIMANT,

GEORGE WOOD.*Nature of Claim :*

For services as Librarian in making catalogue.

Legislative action :

Senate Journal, 1847. Petition presented, and referred to the library committee, March 15, 227. Referred to the Regents of the University, April 14, 364. Report received, April 20, 399. Senate Journal, vol. 3, No. 89. Bill introduced and ordered to third reading, April 23, 429. Lost and reconsidered, April 27, 468. Recommitted to joint library committee, May 10, 598. Reported favorably, Sept. 13, 1847. Ordered to third reading, Sept. 13, 665. Bill passed, Sept. 13, 699. Assembly Journal, 1847. Bill received and referred to the committee on literature, Sept. 27, 1521. Favorably reported, Sept. 28, 1521. Bill passed, Nov. 10, 1891.

CLAIMANTS,

JONAS H. and E. H. WOOD.*Nature of Claim :*

In relation to obstruction on their lands.

Legislative Action :

Assembly Journal, 1846. Petition presented and referred to the committee on claims, Feb. 11, 331.

CLAIMANT,

MARMADUKE WOOD.

Nature of Claim :

In relation to damages incurred in the construction of the Chenango canal.

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to the committee on claims, March 2, 400.

Assembly Journal, 1848. Petition presented and referred to the committee on canals, Jan. 28, 212. Referred to Canal Commissioners, Feb. 24, 451.

CLAIMANT,

NELSON WOLCOTT.

Nature of Claim :

In relation to the release of a lot of land in the town of Java.

Legislative Action :

Assembly Journal, 1846. Petition presented and referred to the committee on grievances, Jan. 20, 109. Bill introduced, Jan. 20, 104. Ordered to third reading, March 12, 569. Bill passed, April 11, 893.

Senate Journal, 1846. Bill received and referred to the committee on grievances, April 13, 472. Favorably reported, April 15, 480. Ordered to third reading, April 24, 543. Bill passed, May 7, 641.

CLAIMANT,
SAMUEL WOOLEVER.

Nature of Claim :

In relation to the release of the interest of the State to a lot in Wyden.

Legislative Action :

Assembly Journal, 1844. Papers taken from files and referred to committee on claims, Jan. 8, 57. Favorable report and bill introduced, Jan. 22, 122. Bill ordered to third reading, Jan. 22, 126. Bill passed, Jan. 29, 176.

Senate Journal, 1844. Bill received from Assembly and referred to the committee on judiciary, Jan. 30, 106. Favorable report made Feb. 8, 133. Bill ordered to a third reading, March 4, 209. Bill passed, March 8, 226. Laws of 1844, chap. 35, 32.

CLAIMANT,
ANDREW YATES.

Nature of Claim :

As stockholder in the Caughnawaga Bridge Company.

Legislative Action :

Senate Journal, 1850. Petition presented, and referred to the committee on judiciary. Report to be discharged, made and laid on table, Jan. 25, 121. Senate Doc., No. 28. Adverse report agreed Feb. 8, 175.

CLAIMANT,
ANDREW J. YATES.

Nature of Claim :

For relief on account of erroneous estimates made on the Erie canal enlargement.

Legislative Action :

Assembly Journal, 1845. Petition presented, and referred to the committee on claims, Jan. 29, 179. Canal Board report made, March 25, 613. Assembly Doc., vol. 5, No. 191. Adverse report laid on table, April 22, 887.

CLAIMANT,
EVERT YATES.

Nature of Claim :

For a review of his claim for damages.

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to committee on claims, Jan. 5, 44. Referred to Canal Board, Feb. 228. Report received, Feb. 15, 290. Bill introduced, March 457. Bill passed, April 29, 979.

Senate Journal, 1844. Bill received from the Assembly and referred to the committee on claims, April 29, 571. Favorable report made, May 3, 600.

Assembly Journal, 1845. Papers referred, Jan. 14, 90. Bill introduced, Jan. 27, 162. Bill ordered to a third reading, March 627. Bill passed, March, 28, 645.

Senate Journal, 1845. Bill received and referred to the committee on claims, March 29, 375. Reported favorably, April 4, 4. Ordered to a third reading, May 3, 583. Bill passed, May 8, 65.

CLAIMANTS,

ISAAC YATES, ISAAC I. YATES.

Nature of Claim :

For work done on the Erie canal.

Legislative Action :

Assembly Journal, 1845. Petition presented and referred to committee on canals, March 29, 647. Bill brought in by minor April 12, 800. Adverse resolution by majority, laid on the table April 12, 801. Bill ordered to a third reading, April 30, 984. Bill passed, May 6, 1066.

Senate Journal, 1845. Bill received from Assembly, and referred to the committee on claims, May 6, 621. Favorably reported a bill ordered to a third reading, May 8, 643. Bill passed, May 754.

CLAIMANTS,

MAC I. YATES, and JOSEPH Y. VANDERBOGART.

Nature of Claim :

compensation for work done on sec. 42 of Erie canal enlargement.

Legislative Action :

Assembly Journal, 1844. Petition presented, and referred to the committee on claims, Jan. 27, 1844. Referred to Canal Board, Feb. 1844. Report made, March 4, 1844. Assembly Doc., 1844, vol. 1, p. 108. Bill introduced, March 15, 1844. Assembly Doc., vol. 1, p. 129. Bill rejected, April 15, 1844.

Assembly Journal, 1845. Papers referred to the committee on claims, Jan. 23, 1845. Bill introduced, Feb. 8, 1845. Assembly Doc., vol. 3, No. 65. Ordered to a third reading, April 28, 1845. Passed, April 25, 1845.

Assembly Journal, 1845. Bill received from Assembly, and referred to committee on claims, April 28, 1845. Bill passed, May 14, 1845.

CLAIMANT,

JOHN P. YATES.

Nature of Claim:

Canal Drought.

Legislative Action :

Assembly Journal, 1845. Papers referred to the committee on claims, March 22, 1845. Referred to Canal Board, March 25, 1845. Report received, April 2, 1845. Assembly Doc., vol. 6, p. 214. Ad report of committee laid on the table, April 18, 1845.

CLAIMANT.

STEPHEN YATES.

Nature of Claim :

for relief in consequence of injuries done to his lands.

Legislative Action:

Assembly Journal, 1844. Petition presented and referred to committee on claims, Jan. 25, 153. Favorable report and bill introduced, Feb. 6, 235.

CLAIMANT.

NIEL H. YOEUELLS.

Nature of Claim:

In relation to damages sustained in the construction of the (see Valley canal.

Legislative Action:

Assembly Journal, 1847. Petition presented and referred to committee on claims, Jan. 22, 131. Bill introduced, Oct. 26, Assembly Doc., vol. 8, No. 226. Bill passed, Nov. 6, 1851.

Senate Journal, 1847. Bill received and referred to the committee on claims, Nov. 17, 880. Reported favorably, Nov. 18, 86.

Assembly Journal, 1948. Papers referred to the committee on claims, Feb. 2, 263. Adverse report agreed to, March 6, 578.

CLAIMANT,

WILLIAM YOUNGS.

*Nature of Claim:**Legislative Action:*

Assembly Journal, 1846. Petition presented and referred to committee on claims, Feb. 24, 441. Favorable report and bill introduced, March 6, 502.

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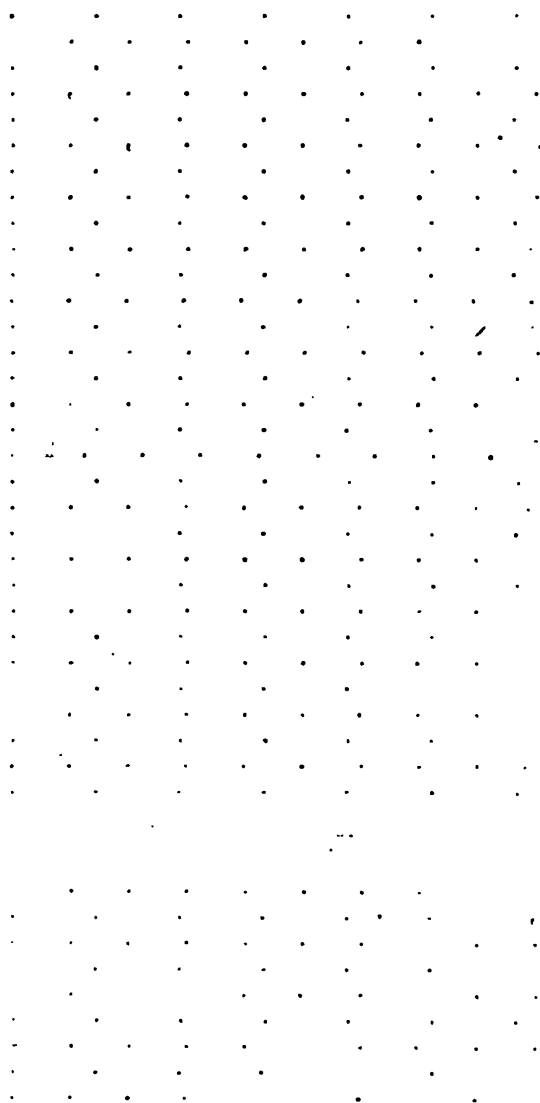
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State of New-York.

No. 6.

SENATE, JAN. 9, 1851.

RULES AND ORDERS OF THE SENATE.

(Adopted January 8, 1851.)

The President having taken the chair at the hour to which the Senate shall have adjourned, and a quorum being present, the journal of the preceding day shall be read, to the end that any mistake may be corrected.

After the reading and approving of the journal, the order of business shall be as follows :

1. The presentation of petitions.
2. Reports of standing committees.
3. Reports of select committees.
4. Messages from the Governor.
5. Messages from the Assembly.
6. Communications and reports from State officers.
7. Notices and the introduction of bills.
8. Motions and resolutions.
9. Third reading of bills.
10. Special orders.
11. General orders, but messages from the Governor and Assembly, and communications and reports from State officers, may be considered at any time.

The clerk shall make a list of all bills and of resolutions proposed, amendments to the Constitution, and of all other matters which shall be committed to a committee of the whole, in which they shall report. [u. n.]

shall be arranged in the order in which they were introduced ; which list shall be called the *General Orders of the Day*. And all such matters shall be taken up and acted upon in the several orders of business in which they may be, in the order in which they stand upon the General Orders, unless the Senate shall otherwise direct.

4. Whenever any bill or other matter is made the special order for a particular day, and it shall not be completed on that day, it shall retain its place in the general orders of the day, unless it shall be made the special order for another day.

5. All questions relating to the priority of business, shall be decided without debate.

6. When the reading of a paper is called for, except petitions, and the same is objected to by any member, it shall be determined by a vote of the Senate, without debate.

7. No member shall speak to another, or otherwise interrupt the business of the Senate, or read any newspaper, while the journals or public papers are reading ; and when the President is putting a question, no Senator shall walk out of or across the House, nor when a Senator is speaking, pass between him and the chair.

8. The President shall have the right to name any member to perform the duties of the chair, who is hereby vested, during such time, with all the powers of the President ; but such substitute shall not lose the right of voting on any question while so presiding, nor shall his power as such substitute continue for a longer time than one day, without leave of the Senate.

9. Every member, when he speaks, shall address the chair, standing in his place. No member shall speak more than twice in any one debate on the same day without leave of the Senate.

10. When two or more members rise at once, the President shall name the member who is first to speak.

11. No motion shall be debated until the same be seconded ; and it shall be reduced to writing, if desired by the President or any member, delivered in at the table, and read by the President or clerk, before the same shall be debated ; but it may be withdrawn at any time before decision or amendment.

When a question is before the Senate, no motion shall be received, unless to lay on the table, for an amendment, for postponing commit it, or to adjourn; and a motion for adjournment shall be in order, and shall be decided without debate.

If the question in debate contain several points, any member may have the same divided.

A motion for commitment, until it is decided, shall preclude amendments of the main proposition.

Every bill shall be introduced by motion for leave, or by order of the Senate on the report of a committee; and one day's notice at least shall be given of an intended motion for leave to bring in a bill, unless the Senate unanimously order otherwise. Such notice shall state generally the subject matter of such bill.

Every bill shall receive three readings previous to its being passed, and the President shall give notice at each whether it be the first, second or third; which reading shall be on three different days, unless the Senate unanimously direct otherwise. No bill shall be passed or committed until it shall have been twice read; and all amendments which propose any amendment to the Constitution, shall be introduced in the form of proceedings on them, in a similar manner to bills, except that it shall not be necessary to commit such resolutions to a committee of the whole.

Upon a division in the Senate, the names of those who voted against a question, shall be entered alphabetically on the minutes; if two members require it; and each member called upon, unless for special reasons, he be excused by the Senate, shall declare his assent or dissent to the question.

In forming a committee of the whole Senate, a chairman, to be named by the President, shall preside. Bills committed to a committee of the whole Senate, shall, in committee of the whole, be reported by sections. All amendments shall be noted, and reported to the Senate by the chairman. After the report, the bill shall still be open to debate and amendment before the question to engross is put, but such amendments only shall be in order as were offered and

decided in the committee of the whole Senate, except by unanimous consent.

19. The rules of the Senate shall be observed in the committee of the whole, so far as may be applicable, except limiting the number of times of speaking, and except that the ayes and noes shall not be taken. Such committee may strike out the enacting clause of a bill, and report that fact to the Senate ; and if the report be agreed to by the Senate, it shall be deemed a rejection of the bill.

20. A motion that the committee rise, shall always be in order, and shall be decided without debate.

21. After a bill or a resolution to amend the Constitution shall be ordered to a third reading, no motion to amend the same shall be in order, without unanimous consent ; nor, in respect to a bill, shall such motion be in order, unless before it has had its third reading ; but every bill not committed to a committee of the whole, shall be read through before it shall be ordered to a third reading.

22. When a member shall be called to order, he shall sit down until the President shall have determined whether he is in order or not ; and every question of order shall be decided by the President, subject to an appeal to the Senate by any two members ; and if a member be called to order for words spoken, the exceptionable words shall be immediately taken down in writing, that the President or Senate may be better enabled to judge of the matter.

23. When a blank is to be filled, and different sums or time shall be proposed, the question shall be first taken on the highest sum and the longest time.

24. No member shall absent himself from the service of the Senate, without leave first obtained ; and in case a less number than a quorum of the Senate shall convene, they are hereby authorized to send a sergeant-at-arms, or any other person, for any or all absent members, as the majority of such members shall agree.

25. Before any petition or memorial addressed to the Senate shall be received or read, a brief statement of the contents thereof shall be endorsed on the same, with the name of the member introducing it.

When a question has been once put and decided, it shall be in order for any member to move for the reconsideration thereof ; but no motion for the reconsideration of any vote shall be in order after a bill, resolution, message, report, amendment, or motion upon which the vote was taken, shall have gone out of the possession of the Senate, nor after the usual message shall have been sent from the President, announcing its decision ; nor shall any motion for reconsideration be in order, unless made on the same day in which the vote was taken, or within the three next days of the actual session of the Senate thereafter ; nor shall any question be reconsidered more than once ; and the vote on the final passage of any bill appropriating public moneys or property, or creating, continuing, altering, or abolishing any body politic or corporate shall not be reconsidered, and if such bill shall be lost.

The following are the standing committees of the Senate :

- . On claims.
- . On finance.
- . On the judiciary.
- . On the militia.
- . On canals.
- . On railroads.
- . On roads and bridges.
- . On literature.
- . On state prisons.
- . On banks and insurance companies.
- . On the division of counties and towns.
- . On agriculture.
- . On commerce and navigation.
- . On manufactures.
- . On medical societies and medical colleges.
- . On privileges and elections.
- . On engrossed bills.
- . On Indian affairs.
- . On expiring laws.
- . On public expenditures.
- . On the incorporation of cities and villages.
- . On public buildings.
- . On the poor laws.

24. On charitable and religious societies.

25. On retrenchment.

26. On grievances.

27. Manufacture of salt.

28. Internal affairs of towns and counties.

29. On public printing—And every motion to print any paper, resolution, report, bill, message, or other manuscript shall be referred to such committee. Such committee may report adversely to such printing; or they may recommend the number of copies which, in their opinion, ought to be printed; or they may recommend a part only of the papers to be printed; but no more than 1000 copies of any message from the Governor, nor more than 300 extra copies of any other document, shall be ordered to be printed, unless by a majority of the Senators elected.

28. When an amendment to the Constitution, or any bill requiring the concurrence of two-thirds of the Senators, is under consideration, the concurrence of two-thirds shall not be requisite to decide the question for amendments, or extending to the merits, being the final question.

29. On motion made and seconded to close the doors of the Senate on the discussion of any business which may, in the opinion of any member, require secrecy, the President shall direct all persons except the members and clerk of the Senate, to withdraw; and during the discussion of said motion, the doors shall remain shut. Every member and officer of the Senate shall keep secret all matters, proceedings, and things, whereof secrecy shall be enjoined by order of the Senate.

30. The proceedings of the Senate upon executive business shall be kept in a journal separate from its proceedings upon legislative business.

31. The Senate shall go into the consideration of executive business on such days as may from time to time be deemed necessary. All nominations for the appointment of any officer shall be referred to a committee consisting of the senators from the judicial district within which the nominee may reside, and a future day for the

tion of all nominations, shall be assigned, and the consent of the Senate to the appointment of any officer, shall not be transmitted more than one week thereafter, without the unanimous consent of the Senate; and while any nomination remains with the Senate, it shall be in order to reconsider any vote taken thereon.

All information and remarks in secret session by any Senator, concerning the character or qualifications of any person nominated or appointed by the Governor, shall be kept secret.

When a bill, originated in the Assembly, shall have been lost or withdrawn, neither the same, nor any other bill on the same subject, and no bill containing similar provisions, shall be subsequently introduced into the Senate during the same session, unless by unanimous consent.

No person is to be admitted within the bar of the Senate, except Gentlemen with ladies, the Governor and Lieutenant-Governor, former Governors and Lieutenant-Governors, former Chancellors, Justices of the Court of Appeals, Justices of the Supreme Court, Judges of the Supreme Court, Members of Congress, former Members of Congress, Members of the Legislature, former Members of the Legislature, State Officers, Governor's private and military secretary, the Adjutant-General, officers of the Senate, officers of the Assembly, reporters of the Senate, persons introduced by Senators.

None but the president, members and clerk shall be allowed to take any books or stationary belonging to the Senate, from their desks; and on taking books, each of the persons above mentioned shall furnish to the clerk a list of those taken, and his name, and he shall be responsible for them; and the clerk shall take care that in each week the books provided for the use of the Senate shall be placed in order, according to some fixed arrangement; and he shall make report to the president of such books as are missing.

The committee on engrossed bills shall examine all bills, amendments and resolutions, before they go out of possession of the Senate, and make report when they find them correctly engrossed; and the clerk of the committee on engrossed bills shall at all times be in attendance on the Senate.

And the clerk of the Senate shall present such bills as shall be originated in the Senate and been passed by both houses, to the Governor, and enter the same upon the journals.

37. All concurrent resolutions shall lie one day on the table.

38. When a resolution shall be offered, or a motion made, to refer any subject, and a different committee shall be proposed, the question shall be taken in the following order, viz :

1. The committee of the whole Senate.
2. A standing committee.
3. A select committee.

39. When a bill shall be reported by a committee of the whole, and not laid upon the table or postponed, or by any other committee (excepting the committee on engrossed bills) and not committed to a committee of the whole, laid on the table, or postponed, the question shall be : Shall the report be agreed to ? and when such report shall be favorable and agreed to, or when a bill shall be twice read and not laid on the table, or postponed, the question shall be : Shall such bill be engrossed and read a third time ? Upon such question the merits of the bill or resolution may be debated, and a motion to commit or re-commit, to lay on the table or to postpone to a future day, shall be in order. If such question shall be decided in the negative, such bill shall be deemed lost ; but if it be decided in the affirmative, such bill shall, when the Senate shall order, be read a third time, and the final question shall be taken thereon, immediately after such third reading, and without debate.

40. The question on the final passage of every bill shall be taken by ayes and noes, which shall be entered on the journal ; and unless the bill receives the number of votes required by the Constitution to pass it, it shall be declared lost, except in cases provided for by the 41st rule.

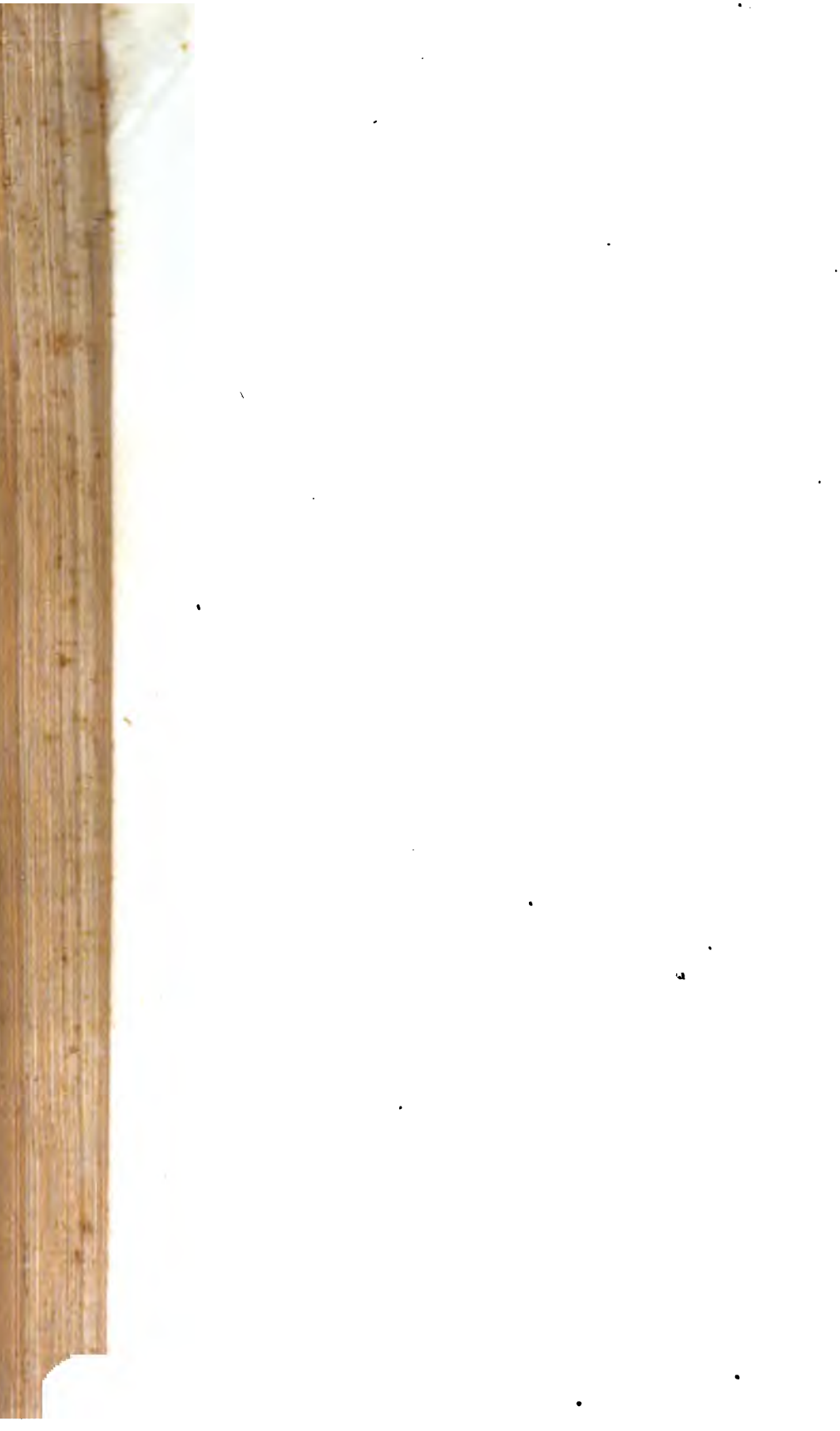
41. If on taking the final question on a bill, it shall appear that a constitutional quorum is not present, or if the bill require a vote of two-thirds of all the members elected to pass it, and it appears that such number is not present, the bill shall be laid on the table, and shall be again read, and the final question taken thereon, as provided in the 40th rule, at such time as the Senate shall order.

42. It shall be the duty of the sergeant-at-arms to have the documents and bills upon the files of the President and Senators, placed in the order of their numbers ; and for this purpose, the messengers shall be subject to his directions.

no rule of the Senate shall be altered, suspended or rescinded, a vote of a majority of all the members present of the Senate; motion to suspend, alter or rescind any such rule, or any joint action of the two houses, shall be in order without the unanimous consent of the Senate, unless one day's previous notice thereof shall have been given.

Every report of a committee upon a bill which shall not be made at the time of making the same, or laid on the table by a majority of the Senate, shall stand upon the general orders with the bill in the place in which the bill was placed thereon, and subject to the provisions of the third rule; but if a bill is made the special order of the day, and shall on that day be reported by a committee of the Senate, the report may be forthwith considered unless the Senate shall order otherwise; and if not finished on that day, the bill with the report shall retain its place on the general orders, unless made the special order for another day, and the merits of a bill shall not be considered except under the head of general or special orders, unless by unanimous consent.

The president shall assign to the doorkeepers their respective duties and stations.



State of New-York.

No. 7.

IN SENATE, JAN. 9, 1851.

REPORT

Of Minority of the Committee on rules of the Senate.

Mr. Skinner from the select committee, charged with the duty of reporting rules for the government of the Senate, and during the present session, dissenting from the report of the majority, asks leave to submit the following: The report of the majority recommends the adoption of all the rules of the session, except the eighteenth which reads as follows:

“ All committees of the Senate, and all joint committees on the part thereof, for the present session shall be appointed by the President.”

The exclusion of the 18th rule, appears to the undersigned to be a departure from the established usages and customs of all deliberative bodies, especially of this Senate.

By the action of the Senate yesterday, the 18th rule of the last session was abrogated, so far as relates to standing committees, and the report of a majority of this committee, if adopted, will take from the presiding officer of this body the right, held under that rule, of appointing any committee whatever; a proceeding, in the opinion of the undersigned, in effect, disrespectful and uncourteous towards that officer, although the undersigned does not believe it was so intended by the Honorable Senators composing the majority of this committee.

If the majority report of this committee is adopted, it places a Senator, moving for a select committee, in an awkward position;

as by parliamentary usages he would expect to be placed at the head of such committee, he will, of course, feel a delicacy in naming himself as one of such committee. It will follow then, that any Senator may, with propriety, name or nominate such committee, a course in the estimation of the undersigned improper. Entertaining these views as a minority of this committee, the undersigned would respectfully recommend that the rules of the last session be adopted entirely except so far as relates to the standing committees, acted upon yesterday.

All which is respectfully submitted,

ALANSON SKINNER

State of New-York.

No. 8.

IN SENATE, JAN. 17, 1851.

ANNUAL REPORT

Of Western House of Refuge.

To the Honorable the Legislature of the State of New-York :

The Managers of the Western House of Refuge for Juvenile Delinquents beg leave respectfully to

REPORT :

That the whole number of delinquents received since the opening of the House in August 1849, is----- 98

The number in the House on the 1st of January 1850, was as appears from their former report ----- 37

The number received into the House from the 1st day of January 1850, to the 1st day of January 1851, the date of this report is ----- 61

— 98

Of these 23 are between the ages of 8 and 14 years, and the residue are of the age of 14 years and upwards.

24 are Americans,

23 Irish,

5 French,

2 German,

1 English, and

6 Colored.

22 had lost one parent,

5 had lost both ; the parents of

5 were separated, and the parents of

24, one or both of them were intemperate.

The commitments during the year were for the following offences, viz:

For Burglary,-----	9
Grand Larceny-----	11
Petit Larceny-----	35
Arson-----	1
Vagrancy-----	3
Disorderly conduct-----	1

Two of the older delinquents who were committed for light offences have been apprenticed during the year, three have been restored to their parents who with them have permanently removed from the State, and two have escaped by scaling the outer wall with the help of some of the timber provided for the new wing which has been erected during the year.

The health of the delinquents during the past year has been remarkably good ; no deaths have occurred, nor has there been any case of severe illness. Most of the boys when they first enter the Institution are more or less diseased ; but a short residence within its walls with a little attention on the part of the physician has hitherto proved effectual in restoring them to health and vigor. Shortly previous to the close of the last year it was discovered that the means provided for ventilating the school room and dormitories were quite inadequate for the purpose, and that the health of the delinquents would be likely to suffer during the cold season from the accumulation of unwholesome air, especially in the dormitories. This presented in the opinion of the Managers a case for immediate action, and they promptly supplied the north wing of the building in which the school room and dormitories are located with four of Bull's heating and ventilating furnaces, and they are happy to say that these, with the apparatus before in use for the purpose, have secured a most perfect ventilation. To this improvement under the Divine blessing, they attribute in no small degree, the almost uniform good health which has prevailed amongst the delinquents during the past year.

The advancement made during the past year by the delinquents, in learning, has been very creditable. Of the number received since the date of their former report, 9 at the time of their reception were unacquainted with the alphabet.

24 could read and spell easy spelling lessons.

21 could read easy lessons, and

6 could read but imperfectly.

43 knew nothing of arithmetic, and

17 had made some advancement in that branch of study.

of the whole number of delinquents now in the Institution,
read and spell easy spelling lessons,
read easy lessons,
read imperfectly,
read readily,
read fluently,
study mental arithmetic,
study written arithmetic, 12 of whom have advanced as far as
Fractions, and 5 as far as Simple Interest.
study geography,
history, and
English grammar.
Write upon slates, and
upon paper.

The specimens of penmanship which the boys exhibit show that
all of them have become already skilful in the art of writing.
Managers have found it necessary to increase the library some-
during the present year, and it now consists of 387 volumes of
carefully selected, and it gratifies them to be able to say that
delinquents avail themselves of it with eagerness and they believe
profit. Especial pains are taken to implant and foster habits
diligence in study, as well as in labor, and the success which has
attended the efforts of the Managers in this direction has fully real-
ized their anticipations.

The resources of the Institution consist of the money received from
the state treasury, the money earned by the labor of the delinquents,
the money received from the counties from which the delinquents
are sent to the Institution, and the products of the farm. A por-
tion of the delinquents are employed in the domestic services of the
Institution, a portion upon the farm and in the garden, a portion in the
Institution's shop, and the residue are employed in manufacturing cane
seats at a stipulated price per day, under the care of Mr. Wm.
Brooks, the contractor. The amount which appears in the ac-
counts of money received during the year, to have been received for
the labor of the delinquents, falls short by the sum of \$417.08 of
the money actually earned by them. The sum stated in the accounts
of money being received from the counties from which delinquents
have been sent to the Institution also falls short of the amount actually
received about the sum of \$484.79. These two last mentioned sums
added together, amounting in the aggregate to \$901.87, will doubtless be received
within a short time, and are relied upon to meet some outstanding

bills which are to be paid during the present month. The products of the farm during the present year including the pork fattened in part from the offals of the kitchen are estimated at \$641.92. This amount does not appear in the statement of monies received and paid out for the reason that these products are consumed by the inmates of the Institution, and by the stock kept for its use. The amount of money received during the year from all sources, as appears from the Treasurer's report, a copy of which is subjoined, is \$14,707.86, viz :

From the State Treasury,-----	\$12,000 00
the labor of the delinquents,-----	1,383 31
the counties for the support of the delinquents	1,324 55
	<hr/>
	\$14,707 86

To this add the amount in the Treasury at the commencement of the year,-----	1,032 08
	<hr/>

Which give a total of \$15,739 94

of available funds for the use of the Institution during the past year. The amount paid out of the treasury during the year is \$15,325 87

viz: For provisions,-----	\$2,936 96
clothing and bedding,-----	1,412 42
fuel and lights,-----	1,393 88
farm stock and stable-----	625 37
salaries of officers and wages of hands	5,234 72
school books, stationery, &c.,-----	324 01
hospital supplies,-----	54 39
printing, postage and hack hire,----	165 59
ventilating furnaces, stoves and pipe,	1,256 04
building and repairs,-----	1,259 33
furniture,-----	644 16

leaving a balance in the treasury of \$414.07 on the 1st day of January 1851. It may be proper here to add by way of explanation, that the "building and repairing" mentioned in the preceding account of monies paid out of the treasury consisted mainly of temporary additions made to the workshop for the accommodation of the increased number of the delinquents, a lodge or house for the gatekeeper, of repairs done to the roof, made necessary by the action of the wind in raising and rending the tin covering, and in the removal of the washing apparatus from the kitchen to another part of the building.

The resident officers of the Institution are a superintendent, an assistant superintendent, a teacher, steward, farmer and gatekeeper.

The non-resident officers are a physician and chaplain. In addition to these, an individual in the service of the contractor is employed for a portion of the time as assistant teacher. The Managers have also in their service one laborer, a tailor, 2 seamstresses, 2 wash women, and a matron who has the oversight of the officers' dining room and kitchen. These are all resident within the walls of the Institution, and cannot leave it without permission, and are all, with the exception of the females, required in their places, to be watchful in preventing escapes and in the preservation of order and quiet. No guards are employed. The delinquents are kept under the eye of one or more of the officers from the time they rise in the morning until the doors of their dormitories are closed upon them in the evening, and during the night a watch is kept up by the alternate services of five of the subordinate officers and individuals employed in the Institution. The assistant superintendent and teacher, in office at the commencement of the year, resigned their offices some months before the close of it. Their places, however, have been supplied, and the Managers are happy in being able to state that all the offices are now filled, as they believe, with intelligent, upright and faithful men who will never be found to sacrifice the interest of the Institution and of the people of the State for their own ease or private advancement.

The Managers meet monthly ; a committee of their body called the acting committee, consisting of five members meet semi-monthly for the transaction of business, and two of their number twice every month, visit and inspect every part of the house and premises. The doings of the visiting committee are passed in view by the acting committee, and the doings of the acting committee are submitted to the examination and censorship of the Managers, at each monthly meeting. Your Honorable Body will thus perceive that care has been taken to secure the most diligent and careful scrutiny, and examination into every act of the subordinate officers, and of the committee, who in the first instance have the responsibility of directing the prudential and financial affairs of the Institution. The discipline of the Institution is intended to be mild, conciliatory and paternal, but firm. The delinquents have generally, during the past year, been obedient and attentive to their duties, both when in school and at labor, cheerful and happy. Care is taken to impart to them suitable moral instruction, especially upon the sabbath, with a view to inspire them with right principles of action, and persuade them to abandon their evil habits and pursue the path that leads to honor, respectability and usefulness.

Something further should be said in order to present to your Honorable Body the present financial condition of the Institution. In point of fact the appropriations made by the Legislature have not been sufficient *in any one year* for the support of the Institution. This the Managers believe has been occasioned in part if not wholly by a failure through inadvertence to notice the fact that *their* year commences and ends in January; See Laws of 1846, page 153, sec. 12, while the fiscal year of the State commences and ends in October. A brief reference to the action of the Managers and of the Legislature, will place this subject in a proper light. In January 1849, the Managers made an estimate of the probable cost of sustaining the Institution for one year or until the 1st of January 1850, at the sum of \$12,000, and forwarded the same to the Comptroller. It was anticipated at the time, that some changes would have to be made in the building in order to fit it for the convenience of the officers and safety of the delinquents, and that provision must be made in the onset for many things which it did not belong to the building commissioners to furnish, and for which they had no funds. It was thought that the sum of \$12,000, however, would be sufficient to cover these alterations and provisions, and sustain the house during the year. The Legislature as will be seen by reference to the laws of 1849 at pages 559 and 596, appropriated *two* sums of \$6,000; one for the support of the Institution up to the 1st of October 1849, and the other for its support from that time till the 1st of October 1850; thus giving the Managers \$6,000 for the 1st 9 months of the year 1849, (that is, from the 1st day of January to the 1st day of October of that year,) and \$6,000 for the year commencing on the 1st day of October 1849, and ending on the 1st day of October 1850, *instead of* \$12,000 *for the year ending 1st of January* 1850. As was to have been expected these appropriations were not sufficient for the purposes for which they were made. The former report of the Managers as will be seen by reference to it, disclosed to the Legislature the fact that the two sums of \$6,000 thus appropriated had been drawn from the State treasury, and nearly all expended on the 1st of January 1850. In truth it had then all been appropriated; for the ventilating furnaces paid for during the past year had been supplied, and the Managers were then debtors for the amount. There were also at that time, a few other unpaid balances against the Institution which have gone into the accounts of the present year. The financial condition of the Institution, then, on the 1st day of January, 1850, stood thus: The two sums of \$6,000 appropriated for the support of the Institution, from the 1st of January 1849, to the 1st of October 1850, had been drawn from the State treasury and substan-

expended for the purposes mentioned in their former report. Therefore, they commenced *their* year with the 1st of January 1850, they had no appropriation for the 1st 9 months of it. The Managers again asked for \$12,000 for that year, or the year ending the 1st of January 1851, but \$6,000 only were appropriated and *for the year commencing* on the 1st of October 1850. See Laws 1850, page 787. It will thus be seen that the Managers were in fact furnished with no means for supporting the Institution for 9 months from the 1st of January to the 1st of October 1850. To supply this deficiency for the time being, they were obliged to resort to the fund appropriated for building purposes by the act of the last session, and they received from the State treasury, \$6,000 properly applicable to that fund. This sum with the sum of \$6,000 appropriated by the act of 1850, before referred to, for the support of the Institution for the fiscal year commencing on the 1st of October last, constitute the sum of \$12,000 mentioned in this report as having been received from the State treasury during the last year. The Managers, therefore, need an immediate appropriation of \$6,000 for the support of the Institution from the present time until the 1st of October next, the commencement of the next fiscal year, and another sum of \$6,000 to replace the amount so received from the building commissioners' fund. These sums, with a suitable appropriation for the *next fiscal year*, will relieve them from that embarrassment, and place the finances of the Institution on a firm footing.

The Institution belongs not to the city of Rochester or to West-
 New-York, but to the people of the State; and the Managers are assured that their representatives will not suffer it to languish for want of the funds necessary for its support. When the new building shall be completed and filled to its capacity, the expenses of maintaining the Institution will be much less in proportion to the number of the delinquents than they have been. Indeed in no future year unless through some unforeseen casualty, can these expenses be so great as they have been for reasons which will at once occur to the Honorable body. The labor of the delinquents will be more productive, the products of the farm will be increased, the expenses attendant on the commencement and early progress of a new Institution will be avoided, and the needful supplies can be provided in great quantities and at less prices. The Managers conclude this second annual report with a description of the buildings and grounds belonging to the Institution.

The farm belonging to the Institution, on a portion of which the

buildings are located contains $42\frac{1}{2}$ acres of excellent land and is finely located about $1\frac{1}{4}$ mile north from the central portion of the city of Rochester, on a slight elevation, between the Erie canal on the west and the road leading to the mouth of the Genesee river on the east: $4\frac{1}{2}$ acres of it are surrounded with a stone wall 20 feet in height, within which stand all the buildings belonging to the Institution, except the barn; 28 acres are enclosed with a stockade fence 10 feet in height formed of cedar posts, and are designed for cultivation. The remaining 10 acres are appropriated to pasturage. The grounds within the walls are tastefully laid out in vegetable and flower gardens, walks and play grounds, and ornamented with trees and shrubbery which though now in their infancy will in time add greatly to the beauty of the place as well as to the comfort of the inmates. The grounds enclosed within the stockade fence have been thoroughly broken up, cleared of stumps and stones, and during the present year, a fine wagon road of stone and gravel has been made through the centre, from the canal to the back gate of the walled enclosure. The pasture grounds remain still to be fenced and improved. The centre building of the house proper fronts the east, and is 86 feet wide, 60 feet deep and is in height 3 stories above the basement. The two wings extending to the north and south are each 148 feet long, 32 feet deep and 2 stories in height above the basement, with the exception of the square towers which form the finish at the extremities of the wings, and are 3 stories in height. The whole front of the building, it will thus be seen is 382 feet in length. Two other wings extending to the west from the extremes of the two already built, can hereafter be added if required. In the basement of the centre building are a kitchen and dining room for the superintendent, a kitchen and dining room for the subordinate officers, and the kitchen for the general purposes of the house. The latter is furnished with a steam boiler and cooking apparatus of the most improved kind, which are supposed to be sufficient to do the work for a family of at least 250 inmates. It is also furnished with a steam engine of 3 horse power, which is used in part to elevate water from the cistern to a tank of the capacity of 2,500 gallons in the fourth story, from which water is taken by means of leaden pipes to all parts of the house where its use is required; and in part to furnish a power for boring and morticing chair seats. On the first floor above the basement is the Managers' room with rooms for the superintendent and his family. On the second are two large rooms for the sick, and sleeping rooms for the officers, and on the third is the chapel, which is well arranged and commodious, and will seat 400 persons and more if necessary.

In the basement of the north wing is a bathing and washing room furnished with a plunging bath of the capacity of 5,000 gallons, a shower bath, and also with pipes and cocks so distributed that each delinquent can at the same time perform his ordinary ablutions under a running stream of water without interfering with or being interfered with by any other. There are also in the basement of the north wing, a washing, drying and ironing room, tailor's shop, seamstresses room and store room. The first floor embraces the dining room, school room, recitation room, and a room for the library; and the second are the dormitories, which are 7 feet square and are arranged in two tiers on either side of a hall 15 feet in width, running the whole length of the wing. Each dormitory has a narrow window extending from the floor to the ceiling, rendering it light and pleasant, and a ventilating flue which can be opened and closed at pleasure. The basement of the south wing will be occupied when completed for store rooms and various other purposes not yet decided upon. The first floor will be occupied chiefly by the school room and other rooms connected with the instruction of the delinquents; the room now occupied as a school room in the north wing being too small for an enlarged number and being also needed as an addition to the dining room. The second floor is fitted up like that of the north wing with dormitories similarly constructed and arranged.

The whole building with the addition of a few dormitories in the south wing will well accommodate 200 delinquents with the officers and hands necessary to take charge of them. In addition to these accommodations there is a brick workshop with some temporary addition of stories in height, which is now filled to its utmost capacity and to which an addition must be made to accommodate an increased number of delinquents.

All of which is respectfully submitted.

FREDERICK F. BACKUS, *Pres't.*

ISAAC HILLS, *Secretary.*

January 1st., 1851.

TREASURER'S REPORT.

The Western House of Refuge for the Reformation of Juvenile Delinquents, in account with Isaac Hills, Treasurer.

Dr.

Jan. 1.	To cash paid for food and provisions,-----	\$2,939 96
1850 to	“ building and repairs,-----	1,180 69
Jan. 1.	“ hot air furnaces, stoves & pipe	1,256 04
1851.	“ bedding and clothing,-----	1,412 42
	“ fuel and light,-----	1,393 88
	“ furniture,-----	642 16
	“ farm, stock and stable,-----	625 37
	“ salaries of officers,-----	5,234 72
	“ plumber work and pipes,----	78 64
	“ blank and school books and stationery, -----	342 01
	“ hospital, -----	54 39
	“ printing, postage & hack hire	165 59
	To cash in Treasurer's hands, January 1, 1851	414 07
		<hr/> \$15,739 94 <hr/>

Cr.

Jan. 1.	By balance in Treasurer's hands, Jan. 1, 1850	\$1,032 08
1850 to	“ cash from State Treasurer,-----	12,000 00
Jan. 1.	“ “ “ contracts for labor of boys,---	1,383 31
1851.	“ “ “ counties for support of inmates	1,324 55
		<hr/> \$15,739 94 <hr/>

Rochester, January 3, 1851.

We have examined the above account, compared it with the vouchers, and find the same to be correct.

E. F. SMITH,
WM. PITKIN,
S. W. D. MOORE,
Finance Committee.

State of New-York.

No. 9.

SENATE, JAN. 14, 1851.

REPORT

select committee on bill to authorize a stay of proceedings in certain cases.

Schoonmaker from the select committee to which was referred proposed act to authorize a stay of proceedings in certain cases presents the following

REPORT :

select committee to which was referred the proposed bill entitled "an act to authorize a stay of proceedings in certain cases," had the same under consideration, and made a few amendments. As amended, the bill is in principle, the same with the one passed the Senate at the last session, but which failed to receive the sanction of the Assembly. The bill in the opinion of your committee is one of great importance, and it derives such importance chiefly from the great interest felt in its success by a very large number of citizens specially interested, but also from the character of its provisions and the principles of justice and equity involved.

Great prejudice has been aroused against the bill in the minds of the people, and efforts to that end are still unceasingly continued on account of its being specially intended for the relief and benefit of the tenant-farmers. So great is such prejudice excited in the minds of the people by the cry of anti-rentism, and the false and unfounded statements made, published and sown broadcast through the land in relation to the principles and doctrines of the anti-rent and equal rights movement, that many legislators, as well as others, appear to look upon the bill with great prejudice. (State, No. 9.)

the manorial tenantry as an expatriated class unworthy of confidence or legislative relief. They connect the entire tenantry and their friends with the unwarranted excesses, crimes and violations of law committed by some of their number, and make the many share and bear the burden of the sins of the few. Clearly the tenantry and their friends are not responsible for, and should not be condemned for the acts of those misguided and hot headed zealots, who in their energy stopped not short of the effusion of blood and other gross violations of law. A moment's reflection only is necessary to convince any individual of common understanding and possessed of an ordinary sense of justice, of the impropriety and entire injustice of condemning either an individual or class of individuals for the overt and criminal acts of another. It is not the intention of the committee to enter into an examination or defence of the principles of the anti-rent party, or in any way to commit themselves to their support. They have introduced the preceding remarks, simply for the purpose of bespeaking for the bill under consideration a calm and unprejudiced examination and a disposition of it upon its merits without reference to any prejudice against, or sympathy in favor of the class or party intended to be especially benefited.

It is not only due to the rights of the tenantry, for whose special benefit the passage of the bill is demanded, but the opponents of anti-rentism and the landlords owe it to themselves and the success of their views, that the bill should have a calm and careful examination, and be disposed of upon its merits alone, without prejudice or feeling. If the cause of the tenantry and the principles they advocate are erroneous, they cannot be overcome and silenced by denying them such rights and claims as are founded in equity and justice. Every just and equitable right they are denied strengthens them not only in their own determinations, but in the sympathetic hearts of the many, and gives them a strength and influence which a reliance upon error alone could not effect. In the American heart the actual errors of the oppressed are liable to be wholly lost sight of, in the sympathy for real grievances, and in the opposition to oppression which, in this country, we have imbibed from our infancy. The surest way to overcome error, is to throw its advocates upon error alone to sustain themselves, and yield them no other platform for their support. Entertaining such views, your committee will now endeavor to give the bill an unprejudiced examination and carefully canvass its merits.

It is well known that in a number of the counties of this state large tracts of land are occupied under perpetual and life leasehold

s, under landlords holding and deriving their title by grants from the crown, made during the existence of the colonial government. Doubts having at various times been expressed in relation to the validity of those grants, and it being supposed by many that the State was still the rightful owner of the soils covered by them, the Legislature of this State on the 10th day of April, 1848, passed the following joint resolution for the settlement and final adjustment of the questions :

Resolved, That the Attorney General be instructed carefully to inquire and ascertain whether in any of the lands in this State, claimed to be held under any of the manorial titles referred to in this report, the claim of the present landlords be open to just question, and whether in his judgment this State may lawfully and legally lay claim to the title of the same, or any part thereof, by escheat or otherwise ; and if in his opinion, the title of the present claimants may be justly questioned, and the right of the State to such lands, or to any part of the same be established according to law ; that he take such measures either by suit at law, or by any other proper proceedings, as will test the validity of such claims or claims."

After the passage of this resolution the then Attorney General (Mr. Jordan) commenced several suits for the recovery of portions of these lands, and to test the title of the landlords to the lands claimed by them. The commencement of such suits, under that resolution, is tantamount to the expression of a deliberate and careful opinion on the part of the Attorney General, that the title of the landlords may "be justly questioned, and the right of the State to such lands be established according to law."

Some of such suits has lately been discontinued ; others are still in progress. In one case the State has been beaten at nisi prius, but the questions involved have been taken to another tribunal for examination ; in another case a long trial has been had, and a full exoneration of the title made at the circuit, but the jury did not agree as to the title, and the case is left for further litigation at a future circuit.

While these suits are pending, and such doubts are thrown around the title of the landlords, the tenants under the provisions of our law are nevertheless compelled punctually to fulfil their contracts with the landlords, and pay their rents and perform the required services when they become due. Under the old maxim of the common law that

a tenant shall not be permitted to question the title of his landlord, he is unable to set up any defect of his landlord's title in his defence, notwithstanding he may be liable to be momentarily ejected by a superior title from the premises for the use of which he is thus bound to pay. While he is thus compelled to the punctual payment of rent for the enjoyment of such premises, he is liable as the tenant in possession, in case of the failure of his landlord's title, to account for and pay over to the true owner, six years net profits of the premises occupied by him. To such claim by the true owner, previous payment of rent to the landlord under the lease is no defence, and the owner's remedy for such mesne profits is only against the tenant in possession, and he cannot proceed therefor against the landlord. It appears to your committee that there certainly are cases, in which the application of such rules may be well conceived to operate most unjustly and inequitably, and at the same time that they do not desire to express any doubt of, or dissent from, the wisdom of the rule as a general principle, they still think that there are cases in which provisions should be made to relieve from the evils consequent upon its application. The object of the bill under consideration is to save the tenants whose lands are affected by the claim of the State from such injurious consequences. The bill is so drawn, that, in the opinion of your committee, it cannot have any other or greater effect than that designed ; it has every possible guard thrown around it, to prevent its improper or imprudent application, and if the judicial functionaries of the State do their duty, and are true to their country and their oath of office, no possible injury can ever result therefrom. Legislators are bound in the discharge of their functions to take it for granted, that the laws will be well and faithfully administered by the co-ordinate branches of the government, and they should never act upon the narrow minded, uncharitable principle, that a co-ordinate branch of the government may be less pure and less holy than themselves, and pervert the law to improper and corrupt uses and purposes. The bill under consideration therefore provides in substance, that if any landlord or proprietor during the pendency of any suit against him, brought under such Legislative resolution, to test his title to the manor, shall commence any action or proceedings to collect rents or moneys due on liens or contracts or to impose forfeitures upon the lands affected by such suit or any part thereof, the supreme court may, upon special motion, if satisfied that the particular equities and circumstances of the case require it, on such terms and upon the filing of such security as the court shall direct, stay all proceedings in such action or proceedings, to collect rents or moneys or enforce forfeitures and the issue and enforcement of executions.

judgments obtained for rents or moneys due upon any such contract or lease of land, until the further order of the court. And it further provides for an appeal to general term and from general term and from appeals from the decree of the court on such motion.

It appears to your committee that nothing can be made more safe or guarded than the provisions of this bill. The law does not operate until the landlord commences proceedings against the tenant whose title is contested, and in course of litigation by the State. When, the responsibility and duty of judging of the propriety and necessity of relief in each particular case, is left to the court, the tribunal expressly created for the exercise and discharge of such functions.

Upon the special motion, each party has an opportunity of being heard and presenting the whole merits and equities of the particular case, in which relief is sought, to the court, and upon that consideration of allowance or refusal to stay is made. We are bound to believe that the principles of justice and equity will be administered and govern in the decision, and no just and honest cause need fear delay or application.

It further appears to your committee, that the bill under consideration sanctions no new equitable principle, and it does no more than apply an old familiar principle of equity to an additional class of cases which have heretofore, without, as your committee conceive, much violation of reason or justice, been excepted from their application. In all other contracts except that between landlord and tenant, a court, exercising equitable jurisdiction, can by the wholesome and salutary exercise of injunction, restrain the collection of moneys upon contracts and agreements, where there is danger of the obligor being compelled to pay the same over again, or where there is any doubt as to the right or title of the party demanding the payment. Many cases of this kind could be enumerated if necessary, all involving and dependent upon the same principle, which is sought to be applied in a similar manner to the case of landlord and tenant by the bill under consideration.

When being the rights and equities of the matter, your committee cannot see a loss to conceive any valid objection against the passage of the bill into a law. Of its constitutionality they conceive there can be no doubt; it violates no contract, it creates no new undertaking between the contracting parties, and in no manner impairs or affects the obligation of the contract. It is true it may compel the landlord in some instances to establish his right to the enjoyment and

rent of certain premises before he can enforce its payment, but that is not more irksome or tyrannical than to require him to establish his title to a note or other obligation before he is permitted to recover its amount.

It cannot be said, that the tenant can leave the premises, and thus release himself from this double responsibility. The covenants in the lease, not only prevent that, but even if they did not, he ought not to be compelled to the alternative of either losing the benefit of improvements made by the sweat and toil of himself and his forefathers upon the premises, or submit to the danger of the payment of double rent and cost.

The other sections of the bill simply provide for the speedy disposition of the suits brought to test the title and to relieve the landlord from taxation on rents during the time the payment is stayed. Such provisions are manifestly proper and right as accompanying the other portions of the bill.

It is the unquestionable duty of all good governments to pass remedial laws, for the protection of its citizens from injury or oppression arising from any probable or foreseen contingency. The citizen has a right to demand the faithful discharge of such duty. Your committee believe that the passage of the bill referred, as amended, demands of the Senate no more than the faithful discharge of such duty, and they therefore submit the bill as amended for the consideration of the Senate and recommend its passage.

JOHN SNYDER,
M. SCHOONMAKER,
S. H. JOHNSON,
THOS. B. CARROLL.

No. 10.

MEMBERS AND OFFICERS OF THE SENATE,
OF THE STATE OF NEW-YORK, 1851.

SANFORD E. CHURCH, Lieut. Governor and President, Albion, Orleans Co., boards at Mansion House.

<i>District.</i>	<i>Names of Senators.</i>	<i>County.</i>	<i>Post Office Address.</i>	<i>Boarding place in Albany</i>
1st,	William H. Brown,	Queens,	Hempstead,	Congress Hall.
2d,	John A. Cross,	Kings,	Brooklyn,	Stanwix Hall.
3d,	Richard S. Williams,	New-York,	New-York,	Congress Hall.
4th,	Clarkson Crolius,	do	do	90 Hudson-street.
5th,	James W. Beekman,	do	do	150 State-street.
6th,	Edwin D. Morgan,	do	do	Congress Hall.
7th,	Benjamin Brandreth,	Westchester,	Sing Sing,	do
8th,	John Snyder,	Columbia,	Ancram Lead Mines,	Stanwix Hall.
9th,	James C. Curtiss,	Sullivan,	Cochecton,	Congress Hall.
10th,	Marius Schoonmaker,	Ulster,	Kingston,	City Hotel.

11th,	Stephen H. Johnson,	Schenectady,	Schenectady,	Stanwix Hall.
12th,	Thomas B. Carroll,	Rensselaer,	Troy,	Mansion House.
13th,	James M. Cook,	Saratoga,	Ballston Spa,	Stanwix Hall.
14th,	Thomas Crook,	Clinton,	Plattsburgh,	Mansion House.
15th,	William A. Dart,	St. Lawrence,	Potsdam,	do
16th,	George H. Fox,	Herkimer,	Mohawk,	130 State-street.
17th,	Sidney Tuttle,	Schoharie,	Gilboa,	Stanwix Hall.
18th,	John Noyes,	Chenango,	Norwich,	Mansion House.
19th,	Charles A. Mann,	Oneida,	Utica,	Congress Hall.
20th,	Asahel C. Stone,	Madison,	Peterboro,	130 State-street.
21st,	Alanson Skinner,	Jefferson,	Brownville,	Mansion House.
22d,	George Geddes,	Onondaga,	Fairmount,	Delavan.
23d,	Levi Dimmick,	Broome,	Binghamton,	Stanwix Hall.
24th,	William Beach,	Cayuga,	Auburn,	868 Broadway.
25th,	Henry B. Stanton,	Seneca,	Seneca Falls,	Delavan.
26th,	George B. Guinnip,	Chemung,	Salubria,	Stanwix Hall.
27th,	Samuel Miller,	Monroe,	Rochester,	Delavan.
28th,	Alonzo S. Upham,	Genesee,	Leroy,	Congress Hall.
29th,	Charles Colt,	Livingston,	Geneseo,	Delavan.
30th,	Charles D. Robinson,	Allegany,	Almond,	Stanwix Hall.
31st,	George R. Babcock,	Erie,	Buffalo,	61 North Pearl.
32d,	Robert Owen, Jr.,	Cattaraugus,	Randolph,	128 State-street.

OFFICERS OF THE SENATE, 1851.

No. 10.]

<i>Office.</i>	<i>Names.</i>	<i>County.</i>	<i>Post Office Address.</i>	<i>Boarding place in Albany.</i>
Clerk,	William H. Bogart,	Cayuga,	Aurora,	Delavan.
Deputy Clerk,	William E. Mills,	Erie,	Clarence,	City Hotel.
do	John N. T. Tucker,	Monroe,	Pittsford,	4 Jay-st.
do	Albert Mandell,	Cayuga,	Aurora,	Delavan.
Sergeant-at-Arms,	George W. Bull,	Erie,	Buffalo,	City Hotel.
Doorkeeper,	Ransom Vanvalkenburgh, ..	Albany,	Albany,	11 Van Woert-st.
Assistant Doorkeeper,	George A. Loomis,	New-York,	New-York, ..	Franklin House.
Janitor,	George L. Garlick,	do	do	Stanwix.

State of New-York.

No. 11.

IN SENATE, JAN. 22, 1851.

STANDING COMMITTEES OF THE SENATE, 1851.

On Claims.

Mr. Schoonmaker,
Mr. Crook,

Mr. Johnson.

On Finance.

Mr. Morgan,
Mr. Colt,

Mr. Brown.

On the Judiciary.

Mr. Babcock,
Mr. Mann,

Mr. Schoonmaker.

On the Militia.

Mr. Guinnip,
Mr. Crolius,

Mr. Tuttle.

On Canals.

Mr. Upham,
Mr. Robinson,

Mr. Skinner.

On Railroads.

Mr. Geddes,
Mr. Dart,

Mr. Owen.

Roads and Bridges.

Mr. Miller,
Mr. Tuttle,

Mr. Schoonmaker.

On Literature.

Mr. Beekman,
Mr. Miller,

Mr. Carroll.

On State Prisons.

Mr. Beach,
Mr. Cook,

Mr. Brandreth.

On Banks and Insurance Companies.

Mr. Cook,
Mr. Upham,

Mr. Curtis.

On the division of towns and counties.

Mr. Johnson,
Mr. Fox,

Mr. Dimmick.

On Agriculture.

Mr. Dimmick,
Mr. Brown,

Mr. Geddes.

On Commerce and Navigation.

Mr. Williams,
Mr. Fox,

Mr. Beach.

On Manufactures.

Mr. Crolius,
Mr. Cook,

Mr. Snyder.

On Medical Societies and Medical Colleges.

Mr. Robinson,
Mr. Brandreth,

Mr. Williams.

On Privileges and Elections.

Mr. Crook,
Mr. Stone,

Mr. Cross.

On Engrossed Bills.

Mr. Carroll,
Mr. Noyes,

Mr. Morgan.

On Indian Affairs.

Mr. Owen,
Mr. Dart,

Mr. Babcock

On Expiring Laws.

Mr. Dart, Mr. Miller.
Mr. Tuttle,

On Public Expenditures.

Mr. Brown, Mr. Crolius.
Mr. Babcock,

On the Incorporation of Cities and Villages.

Mr. Cross, Mr. Owen.
Mr. Carroll,

On Public Buildings.

Mr. Snyder, Mr. Johnson.
Mr. Stanton,

On the Poor Laws.

Mr. Mann, Mr. Stone.
Mr. Williams,

On Charitable and Religious Societies.

Mr. Stanton, Mr. Fox.
Mr. Robinson,

On Retrenchment.

Mr. Skinner, Mr. Beekman.
Mr. Cross,

On Grievances.

Mr. Curtis, Mr. Guinnip.
Mr. Morgan,

• Manufacture of Salt.

Mr. Geddes, Mr. Colt.
Mr. Stone,

Internal affairs of towns and counties.

Mr. Colt, Mr. Dimmick.
Mr. Noyes,

On Public Printing.

Mr. Beach, Mr. Upham.
Mr. Brandreth,



State of New-York.

No. 12.

SENATE, JAN. 7, 1851.

ANNUAL REPORT

of the State Engineer and Surveyor, covering the returns of the Railroads of New-York for 1850, pursuant to chapter 140, Laws of New-York, 1850.

STATE ENGINEER AND SURVEYOR'S OFFICE, }
Albany, January 7th, 1851. }

HON. SANFORD E. CHURCH,

President of the Senate.

I have the honor to submit herewith the reports received at this office from the railroad corporations of this State, made in accordance with the law in consequence of, the 31st section of the general railroad law of 1850, chap. 140.

The following corporations have reported in full :—The Albany and Schenectady, Auburn and Rochester, Hudson and Berkshire, Schoharie and River, Northern, Oswego and Syracuse, Rochester and Syracuse, Tonawanda, Utica and Schenectady, and New-York and New

Albany and West Stockbridge and the Chemung roads being added to other corporations, the reports seem to cover all the data in possession.

Special reports only have been received from the following corporations :—The Attica and Buffalo, Buffalo and Niagara Falls, Cayuga and Susquehanna, New-York and Harlem, Rensselaer and Saratoga and Schenectady, Schenectady and Troy, and the Syracuse and Utica.

State, No. 12.]

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[un10t600SE.]

The following corporations have made no returns whatever :—
Auburn and Syracuse, The Long Island, and The Saratoga and W
ington.

Most of the information required to be given by the law, is
as, from the nature of the case, must be known and recorded by
company, if they keep any reliable accounts at all, and the cos
trouble of collating and arranging must be the only cause which
company can assign for not making the reports as the law requ
The fact that so many companies have reported as required, is
cient evidence that the law can be complied with.

The law does not require, nor do I deem it necessary for m
laying these reports before the Legislature, to enter upon any
eral discussion of the value of the information required, or of th
terest which the people of the State and the owners of railroads
in knowing the exact results of railroad transport up to this tim
their capacity for further improvements in the rapidity and econ
of movement. The subject is of the utmost importance, and s
or later will attract its due share of public attention.

Yearly reports from all our railroad corporations will, if ma
accordance with the requirements of the law, afford most valuab
formation, in determining the cost of transport under a great va
of conditions, both as to the character of line, and nature
amount of traffic. It is to be regretted, however, that many o
reports are so meagre in detail as to be of little value. The Leg
ture may see fit to require the delinquent corporations to com
their reports for the past year, and if so, they should be returne
the 15th of February. The law of 1850 imposes a fine of \$2
each corporation failing to comply with the requirements of the
section thereof. Eleven corporations have not met its requirem

I would respectfully recommend that the penalty for a fail
report be modified. I cannot understand why it should not b
same as for any other violation of chartered rights or duties, bu
fine is to be imposed it should be a much larger amount than i
present.

I desire to call especial attention to the nature and importan
the information to be gained from reports made as the law presc

directness to the point in determining the actual cost of trans-

report of the Utica and Schenectady company, is complete in details required. The road of this company has a larger traffic, come (per mile) than any other and its profits are abundant. This reason, if for no other, we may confidently rely upon their accounts, as embracing all the expenditures properly chargeable to cost of transport. The only doubt which can be entertained as to the accuracy of their report is in the amounts of expenses, as divided to passenger and freight transportation. It may be, for aught known, that as this is the first time the company have been called upon to make for public inspection, such a division of expenses, that accounts during the year, have not been kept with especial reference to a proper division, and that the superintendent has, since the close of the fiscal year, made up the account between freight and passengers according to his best judgement, upon a full examination of different items of expenditure. If so, he has acted properly, in dividing the expenses of freight and passenger transport, so made, and relied on as very near the truth, though not as accurate as it would be when from month to month, accounts are made up with especial reference to making the proper distribution of cost of labor, and a separate kept of fuel and other materials used in the two departments of transport. Among the complaints made against the provisions of the law, by some managers this requirement, to divide expenses between passenger and freight business has been the most prominent, and they have been gravely assured that it *could not* be done. Happily, our well informed managers have accomplished the task, and without doubt hereafter, with greater accuracy. None can make a proper division of accounts except the managers of our roads, and they can do it with all necessary accuracy *if they try*.

The report of the Utica and Schenectady road shows that they have transported 370,988 passengers, and 98,695 tons of freight, and passenger trains have run 229,940 miles, and freight trains 100,000 miles at an aggregate cost of \$308,173.86, or 95 cents per mile run for both classes of trains. So far and *no farther* could information as to the cost of transport be obtained from reports made under previous laws. The cost per mile of running trains is no indication of the cost of transport, for the cost depends upon the amount

of movement, each mile run, both of passengers and of freight, and consequently, movement of both and the cost of both, must be given in addition to the miles run by engines and cars. Let the above statement be compared with like results given in the report of the Oswego and Syracuse company, which is also complete, but which road has much less traffic, and has moved 77,162 passengers, and 7,949 tons of freight; passenger trains have run 58,480 miles, and freight trains 16,000 miles, at an aggregate cost of \$38,942.92, or 52 cents per mile run. It is here shown that it cost the latter road 43 cents per mile less to run trains, than it has cost the Utica and Schenectady company. Both roads are no doubt managed with equal skill, and sufficient economy. At any rate the above results show nothing. The present reports, however, show us in addition to the above the amount of *work* done in passengers and tons, or the actual *movement*, each *mile run*, and the cost of passenger and freight transport separately. From these data we find that the average number of passengers each mile run has been, on the Utica and Schenectady road, $97\frac{1}{2}$, at a cost per passenger of $\frac{7}{8}$ of a cent, and on the Oswego and Syracuse, 33, at a cost of 1 ct. and $\frac{1}{8}$ of a cent each mile, so that it has cost much less to transport passengers on the former than on latter road. This result is owing mainly to the larger loads drawn on the Utica and Schenectady road.

By an examination of table D, it will be noticed that the number of passengers carried each mile, on several of our roads, is very large. I have no doubt that the average loads on the Hudson River road, and on the main line from Albany to Buffalo, are greater than on any road in this country, or in Europe, England not excepted, and that the *cost* of transport is less.

An important fact is also established, which up to this time has been doubted by most men conversant with the cost of railroad transport, which is, that passengers can be transported at an expense of less than one-cent per mile. This result is obtained as a rule when the average loads are 90 passengers each mile run. That this is the best result which can be obtained from railroads cannot be supposed; further experience and skill will be applied to the task of cheapening transport. The energy and directness of the efforts to be put forth will in a great measure depend upon the bringing up all

of the results yearly before stockholders and the public, so as to enable just comparisons to be made, one road with another.

The public have a vast interest in the construction and management of railroads. The franchises of the corporations are granted and protected by them, and any one can be, and large numbers are actual owners of the roads; cheap transport is, however, of most importance to the public, and a full exhibition of all the work done, and items of cost will promote economical management, and tend to reduce the cost of as well as the charges for transport.

The amount of freight traffic is shown to be very large on some of the roads. The whole tonnage carried on the New-York and Erie road, is 131,311 tons. The company give no information by which the cost of either freight or passenger traffic can be determined. The Utica and Schenectady road has carried 98,695 tons, or 4,760,730 tons one mile at a cost of \$133,045.87, or 2.797 cts. per ton per mile; this includes canal tolls amounting to \$47,200.90, or one cent per ton per mile nearly. The actual cost is therefore $1\frac{1}{2}$ cts. per ton per mile, the average load being 50 tons. This road carries but little freight except during the close of navigation, and the cost must be considerably increased over what it would be with a more regular business.

The NORTHERN road has been in operation but a short time. The report from that road is made up with great care and accuracy, and their report for the current year will no doubt afford valuable information as to cost of freight traffic.

An examination of the tables will show the results of all the roads as reported made up with much care and labor.

Respectfully submitted,

H. C. SEYMOUR,
State Engineer and Surveyor.



ROADS IN OPERATION,

Their entire length, 30th September, 1850.

Names.	Length miles.	Track.	Cost.
ny and Schenectady,.....	17	single.	\$1,711,412 30
ny and West Stockbridge,....	38 $\frac{1}{4}$	do	1,930,895 01
a and Buffalo,.....	31 $\frac{1}{2}$	do	906,915 16
lo and Niagara Falls.....	22	do	428,241 39
ga and Susquehanna,.....	35	do	580,310 91
aung,.....	17 $\frac{1}{4}$	do	450,000 00
on and Berkshire,.....	31 $\frac{1}{2}$	do	821,331 45
g Island,.....	98	do	2,091,341 59
go and Syracuse,.....	35	do	571,774 21
selaer and Saratoga,.....	25 $\frac{1}{4}$	do	687,324 47
ester and Syracuse,.....	104	double.	4,200,000 00
oga and Schenectady,.....	22	single.	396,379 00
toga and Washington,.....	39 $\frac{1}{2}$	do	1,102,505 65
nectady and Troy,.....	20 $\frac{1}{2}$	do	680,046 32
cuse and Utica,.....	53	double.	2,490,083 99
wanda,.....	43 $\frac{1}{2}$	single.	1,216,820 91
and Greenbush,.....	6	do	282,527 93
a and Schenectady,.....	78	double.	4,143,918 00
	<hr/> 717 $\frac{1}{4}$		<hr/> 24,691,828 29
which add the New-York and ew Haven road, part only in Y.,	13 $\frac{1}{2}$	single. say	737,839 71
	<hr/> 730 $\frac{3}{4}$		<hr/> \$25,429,668 00

These roads have not made any report this year—last year's figures used.

Roads in process of construction—portions in operation.

	Length in miles.		Cost.
	In use.	To be opened.	
Hudson River.....	75	68 $\frac{3}{4}$	\$6,666,6
New-York and Erie.....	337	127	20,323,5
New-York and Harlem.....	80	unc.	4,666,2
Northern (opened through, Oct. 1)	44	74	2,979,9
Watertown and Rome.....	18	79	603,4
	<u>554</u>	<u>348$\frac{3}{4}$</u>	<u>\$35,239,8</u>

Roads in process of construction, no portions in operation.

	Prob. length.	Exp.
Buffalo and State line.....	67	\$32,1
Canandaigua and Corning.....	46	45,2
Sacketts Harbor and Ellisburg.....	23	22,8
	<u>136</u>	<u>\$100,2</u>
Whole number of miles in operation.....		1,284 $\frac{3}{4}$
“ “ “ constructing.....		484 $\frac{3}{4}$
Brought into use from 1 Jan. to 30 Sept. 1850....		202
Expended in construction same time,.....		\$8,167,4
Total expenditures for railroads in New York to 30th Sept. 1850.....		\$60,769,7

DOCUMENTS

**ACCOMPANYING THE REPORT OF THE STATE
ENGINEER AND SURVEYOR.**

(No. 1.)

ALBANY AND SCHENECTADY RAILROAD.

*Return of the Albany and Schenectady Railroad for the year ending
September 30th, 1850. Filed Dec. 5th, 1850.*

Capital stock as by charter,	\$1,000,000 00
Amount of stock subscribed,.....	1,000,000 00
Amount paid in, as by last report,.....	1,000,000 00
Total amount now paid in of capital stock,.....	1,000,000 00
Funded debt, as by last report,.,.....	552,000 00
Total amount now, of funded debt,.....	700,000 00
Floating debt, as per last report,	
The amount now, of floating debt,.....	
Total amount now, of funded and floating debt,	700,000 00
Average rate per annum of interest on funded debt,.	6½ per ct.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For Graduation and masonry,...)		
Bridges,.....		
Superstructure, including iron,		
Passenger and freight sta-		
tions, buildings and fixtures,		
Engine and car houses, ma-		
chine shops, machinery and		
fixtures, ,.....		
Land, land damages and		
fences,		
Locomotives and fixtures, and		
snow plows,.....		
Passenger and baggage cars,		
Freight and other cars,.....		
Engineering and agencies, ..		
Total,.....	<u>1,698,284 78</u>	<u>1,711,412 30</u>

CHARACTERISTICS OF ROAD.

Length of road,.....	16½ miles
Length of road laid,.....	do do
Length of double track, including slidings, ...	9 miles
Length of branches owned by the company, laid,	1 mile 420
Length of double track laid on same,	none
Weight of rail per yard on main track,.....	60 lbs.
Number of engine houses and shops,	3
engines,	7
Rated as 8 wheel cars. { passenger cars, 1st class, 36; do 2d class and emigrant, 33; baggage, mail & express cars, 45, freight cars 34 }	148

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,.....	5
Miles run by freight trains,.....	3
Rate of fare per mile charged to passengers, in respective classes,	3
Number of passengers (all classes) carried in cars,.....	28
Number of miles travelled by passengers, or number of passengers carried one mile,	4,83
Number of tons, of 2,000 pounds, of freight carried in cars,	6
Total movement of freight, or number of tons carried one mile,	1,07
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	25
Rate of speed of same, when in motion, (do not stop,)..	25
Average rate of speed adopted by express trains, including stops,	28
Rate of speed of same, when in motion,.....	28
Average rate of speed adopted by freight trains, including stops,	15
Rate of speed of same, when in motion,.....	15
Average weight in tons of passenger trains, exclusive of passengers and baggage,.....	

age weight in tons of freight trains, exclusive of

ght,

amount of freight in tons:

The product of the forest,.....	2,330
do of animals,.....	18,050
Vegetable food,	3,265
Other agricultural products,	1,113
Manufactures,.....	3,018
Merchandise,	18,504
Other articles,	16,732

EXPENSES OF MAINTAINING ROAD.

	ALLOTTED TO		
	Amount.	Pass. trans- portation.	Freight transportat'n.
rs of road-bed and rail- y, excepting cost of iron, e law,].....	\$8,933 89	\$5,955 93	\$2,977 96
eciation of way,.....			
of iron used in repairs,.	3,500 00	2,334 00	1,166 00
otted to passenger trans- portation, length in feet, wt. in lbs., ...			
otted to freight transpor- tation, length in feet, wt. in lbs.,			
rs of buildings,.....	250 00	166 67	83 33
rs of fences and gates,.	500 00	333 34	166 66
s on real estate,.....	5,816 21	3,877 48	1,838 73
Totals,	\$19,000 10	\$12,667 42	\$6,332 68

EXPENSES OF REPAIRS OF MACHINERY.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Fre transport.
Repairs of engines and tenders, and machinery,.....	\$3,350 00	\$2,233 34	\$1,116 66
Depreciation of engines and tenders, and machinery,...			
Repairs of passenger and baggage cars, not included in this report,			
Depreciation of passenger and baggage cars,.....			
Repairs of freight cars,	708 06		708 06
Depreciation of do.			
Repairs of tools and machinery in shops,	710 64	473 76	236 88
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops, ...	1,156 17	770 78	385 39
Totals,	<u>\$5,924 87</u>	<u>\$3,477 88</u>	<u>\$2,446 99</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,.....	\$950 00	\$950 00	
Agents and clerks, in passenger department,	4,828 51	4,828 51	
Labor, loading and unloading freight, inclusive of clerks, &c.,	12,162 07		12,162 07
Porters, watchmen & switch tenders,	3,504 09	2,336 06	1,168 03
Wood and water station attendance,	600 00	400 00	200 00
Conductors, baggage and brakemen,	2,420 00	2,420 00	

	ALLOTTED TO		
	Amount.	Pass. trans- portation.	Freight transportat'n.
men and firemen,...	5,238 69	3,492 46	1,746 23
cost and labor prepar-			
.....	17,000 00	11,333 34	5,666 66
d waste for engines and			
tenders,...	2,000 00	1,333 34	666 66
do for freight cars,	500 00		500 00
do for passenger			
baggage cars,.....			
and damage of goods			
baggage,	397 41	397 41	
ges for injuries to per-			
s,			
ges to property, includ-			
damages by fire and			
le killed on road,....	50 00	50 00	
al superintendence,..	2,500 00	1,686 67	813 33
agencies, \$9,008.86			
canal tolls included,...	14,096 24	3,391 91	10,704 33
Totals,	<u>\$66,247 01</u>	<u>\$32,619 70</u>	<u>\$33,627 31</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

EARNINGS:

From passengers,.....	\$132,207 69
From freight,	70,242 69
From other sources,.....	6,134 50
	<u>\$208,584 88</u>

RECEIPTS:

From passengers,.....	\$132,207 69
From freight,	70,242 69
From other sources,	6,134 50
	<u>\$208,584 88</u>

3D. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses, canal tolls included,..	\$91,1
For interest,	38,8
For dividends,.....	70,0
To surplus fund,.....	8,6
Total amount of surplus fund and reserve fund,...	25,0

No person has been seriously injured.

This company own all the passenger cars between Albany, Utica, and all the emigrant, mail and baggage cars between Albany and Buffalo, which they furnish under a contract for five years 1848, but neither the expenses incurred in maintaining said cars, nor the amount received for their use, are embraced in the foregoing report, nor can they properly be brought into our yearly account at the expiration of the contract.

STATE OF NEW-YORK, }
City and county of Albany, } ss.

E. Foster, Jr., of the city and county of Albany, being duly sworn, deposes and saith, that he is secretary and accountant of the Albany and Schenectady Railroad Company, that the above report has been prepared by him from the books of the company, and is correct to the best of his knowledge and belief.

E. FOSTER,

Sworn before me this 5th }
of Dec., 1850. }

J. I. JOHNSON, *Com. of Deeds.*

(No. 2.)

ALBANY AND WEST STOCKBRIDGE RAILROAD.

Return of the Albany and West Stockbridge Railroad, for the year ending September 30th, 1850. Filed Dec. 2d, 1850.

Capital stock as by charter,	\$1,000,000 00
Amount of stock subscribed,	1,000,000 00
Amount paid in, as by last report,	1,000,000 00
Total amount now paid in of capital stock,	1,000,000 00
Funded debt, as by last report,	
Total amount now, of funded debt,	
Floating debt, as per last report,	930,895 01
The amount now, of floating debt,	930,895 01
Total amount now, of funded and floating debt,	930,885 01
Average rate per annum of interest on funded debt,	none

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For Graduation and masonry,	}	\$895,090 10
Bridges,		
Superstructure, including iron, ..		298,452 62
Passenger and freight stations, buildings and fixtures,		252,006 22
Engine and car houses, machine shops, machinery and fixtures,		42,976 68
Land, land damages and fences,		210,202 99
Locomotives and fixtures, and snow plows,		
Passenger and baggage cars, ..		
Freight and other cars,		
Engineering and agencies,		232,166 40
Total,		\$1,930,895 01

CHARACTERISTICS OF ROAD.

Length of road,.....	38½ miles
Length of road laid,.....	38½ do
Length of double track, including sidings,	2½ do
Length of branches owned by the company, laid,	none
Length of double track laid on same,	none
Weight of rail per yard on main track,.....	56 lbs.
Number of engine houses and shops,.....	2
engines,.....	owned by lessees
Rated as 8 { passenger cars, 1st class, do 2d class and emigrant,	
wheel cars. { baggage, mail, & express cars, freight cars.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,	53,298
Miles run by freight trains,.....	131,019
Rate of fare per mile charged to passengers, in respective classes,.....	3c. 2¼c.
Number of passengers (all classes) carried in cars,	159,108
Number of miles travelled by passengers, or number of passengers carried one mile,.....	5,302,543
Number of tons, of 2,000 pounds, of freight carried in cars,	170,586
Total movement of freight, or number of tons carried one mile,.....	6,422,000
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	25
Rate of speed of same, when in motion,	30
Average rate of speed adopted by express trains, includ- ing stops,.....	
Rate of speed of same, when in motion,.....	
Average rate of speed adopted by freight trains, includ- ing stops,	12
Rate of speed of same, when in motion,	15
Average weight in tons of passenger trains, exclusive of passengers and baggage,.....	78
Average weight in tons of freight trains, exclusive of freight,	150

ount of freight in tons:

e product of the forest,.....	7,397
do of animals,.....	23,810
getable food,.....	76,926
her agricultural products,	4,408
manufactures,	21,975
rchandize,	9,816
ner articles,	26,254

EXPENSES OF MAINTAINING ROAD.

Amount.	ALLOTTED TO	
	Pass. trans- portation.	Freight transportat'n.
of road-bed and rail- excepting cost of iron, aw,].....	\$12,919 11	
ation of way,.....		
iron used in repairs,..	11,603 00	\$3,867 66 \$7,735 34
ed to passenger trans- portation, length in feet, 575 ; wt. in lbs., 3,400. Allotted to ght transportation, gth in feet, 27,150 ; in lbs., 506,800.		
of buildings,.....	1,771 78	
of fences and gates,.	750 65	
n real estate,.....	5,140 00	
Totals,	<u>\$32,184 54</u>	<u> </u>

company having leased the road to the Western Railroad
ion, all the expense of repairs of machinery and operating the
e paid by the lessees, to whom also accrue all the receipts.

COMMONWEALTH OF MASSACHUSETTS, } ss.
Hampden,

I Henry Gray, acting superintendant of the Albany and West Stockbridge railroad, being duly sworn, do hereby depose and say, that the foregoing report is true according to my best knowledge and belief, and further say not.

HENRY GRAY.

Nov. 30th, sworn and sub- }
 scribed before me, }

ANSON PHELPS, Jr., *Justice Peace.*

(No. 3.)

ATTICA AND BUFFALO RAILROAD.

*of the Attica and Buffalo Railroad, for the year ending 30th
September, 1850. Filed Dec. 9th, 1850.*

stock as by charter,	\$800,000 00
of stock subscribed,	800,000 00
paid in, as by last report,	800,000 00
amount now paid in of capital stock,	800,000 00
debt, as by last report,	
amount now, of funded debt,	
g debt, as per last report,	67,176 43
ount now, of floating debt,	42,676 43
ount now, of funded and floating debt,	42,676 43
e rate per annum of interest on funded debt, ..	7 per cent.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
aduation and masonry,	\$135,173 06	\$136,271 26
idges,	12,000 00	13,700 00
perstructure, including iron, ..	400,612 07	400,612 07
essenger and freight stations,		
buildings and fixtures,	12,271 94	15,693 03
ngine and car houses, machine		
shops, machinery and fixtures,	12,000 00	13,004 75
and, land damages and fences,	180,102 88	183,461 76
ocomotives and fixtures, and		
snow plows,	60,152 00	68,033 25
essenger and baggage cars, ...	27,840 40	34,642 83
freight and other cars,	20,000 00	27,000 00
ngineering and agencies,	10,496 21	10,496 21
Total,	<u>\$870,648 56</u>	<u>\$906,915 16</u>

CHARACTERISTICS OF ROAD.

Length of road,	31½ miles.	
Length of road laid,	31½ do	
Length of double track, including sidings,.....		
Length of branches owned by the company, laid,....	2½ do	
Length of double track laid on same,.....		
Weight of rail per yard on main track,.....	62 lbs.	
Number of engine houses, 2, and shops, 1,	3	
engines,.....	6	
Rated as 8 wheel cars.	{ passenger cars, 1st class, 8 ; do 2d class	
	and emigrant, none ;.....	8
	{ baggage, mail and express cars, none ;	
	freight cars, 43;.....	43

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,	78,978
Miles run by freight trains,	32,870
Rate of fare per mile charged to passengers, in respec- tive classes,	2, $\frac{1}{4}$ c. 1 $\frac{1}{4}$ c.
Number of passengers (all classes) carried in cars, ...	236,473
Number of miles travelled by passengers, or number of passengers carried one mile,	7,165,755
Number of tons, of 2,000 pounds, of freight carried in cars,	24,184
Total movement of freight, or number of tons carried one mile,	761,787
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Rate of speed of same, when in motion,	28
Average rate of speed adopted by express trains, in- cluding stops,	30
Rate of speed of same, when in motion,	32
Average rate of speed adopted by freight trains, includ- ing stops,	14
Rate of speed of same, when in motion,	15
Average weight in tons of passenger trains, exclusive of passengers and baggage,	
Average weight in tons of freight trains, exclusive of freight,	

The amount of freight in tons:

The product of the forest,.....	2,346
do do of animals,.....	7,439
Vegetable food,.....	989
Other agricultural products,	1,006
Manufactures,	1,089
Merchandize,	7,787
Other articles,	3,579

EXPENSES OF MAINTAINING ROAD.

	Amount.	ALLOTTED TO Pass. trans- portat'n.	Freight transportat'n
Repairs of road-bed and rail- way, excepting cost of iron, (see law),.....	\$5,923 76		
Depreciation of way,.....			
Cost of iron used in repairs:			
Allotted to passenger trans- portation, length in feet, wt. in lbs.,.....			
Allotted to freight trans- portation, length in feet, wt. in lbs.,.....			
Repairs, of buildings,	700 63		
Repairs of fences and gates,..			
Taxes on real estate,	6,764 35		
Total,.....	<u>\$13,388 74</u>		

EXPENSES OF REPAIRS OF MACHINERY.

	Amount.	ALLOTTED TO Pass. trans- portation.	Freight transporta'n.
Repairs of engines and ten- ders,	\$6,950 43		
Depreciation of do do,.....			
Repairs of passenger and bag- gage cars,.....	3,214 26		

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transporta'tn.
Depreciation of do do, \$4,500.00,			
Repairs of freight cars,.....	1,607 14		
Depreciation of do, \$500.00,			
Repairs of tools and machine- ry in shops,	182 35		
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,.....			
Total,.....	<u>\$11,954 18</u>		

EXPENSES OF OPERATING THE ROAD.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transporta'tn.
Office expenses, station'y, &c.,	\$1,147 19		
Agents and clerks,.....	1,790 55		
Labor, loading and unloading freight,	2,643 53		
Porter, watchmen and switch tenders,	3,511 01		
Wood and water station at- tendance,.....	2,102 32		
Conductors, baggage & brake- men,	3,470 74		
Enginemen and firemen,.....	6,820 91		
Fuel, cost and labor repairing,	7,094 81		
Oil and waste for engines and tenders,	1,972 24		
Oil and waste for freight cars,	493 07		
Oil and waste for passenger and baggage cars,.....	493 07		
Loss and damage of goods and baggage,	496 54		
Damages for injuries to persons, -	200 00		

ALLOTTED TO
 Pass. trans- Freight
 portation. transporta'n.

	Amount.
Damages to property, including damages by fire and cattle killed on road,.....	2,463 00
General superintendence,....	3,933 05
Contingencies,	6,934 18
Total,.....	<u>\$45,566 21</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS :

From passengers,.....	\$185,744 69
From freight,	37,765 35
From other sources, mail service,.....	6,200 00

2d. RECEIPTS :

From passengers,.....	185,744 69
From freight,.....	37,765 35
From other sources, sales old iron, rent, int. and mail service,	20,488 23

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,	70,909 13
For interest,.....	14,330 61
For dividends on \$800,000 capital stock at 10 per cent.,	72,170 00
To surplus fund,.....	
Total amount of surplus fund,.....	

Number of persons injured in life or limb :—one man, while walking on the track in the day time was struck by the engine ; his arm was so injured as to require amputation. One woman was injured in the same manner, and requiring the same amputation. Neither of them were passengers, or connected with the road. Both were intoxicated at the time. One passenger, who was intoxicated on the express train, jumped while the cars were in full motion from the train, and received injuries which resulted in his death. No accident has arisen from carelessness or negligence of any person in the employment of the corporation, and none other to persons than above enumerated.

HENRY MARTIN, *President.*

Erie County, ss :

James O. Putnam, of said county, being duly sworn, says that he was the secretary and treasurer of the Attica and Buffalo Railroad Company for the year ending Sept. 30th, 1850, that he aided in preparing the foregoing report from the books of the company, and he believes it correct.

JAMES O. PUTNAM.

Sworn before me this 7th }
day of December, 1850. }

SETH E. SELL,

Justice of the Supreme Court.

Erie County, ss :

Henry Martin, of said county, being sworn, says that he was the acting superintendent of the Attica and Buffalo Railroad Company for the year preceding Sept. 30th, 1850, that he aided in preparing the foregoing report from the books of said company, and he believes it correct.

HENRY MARTIN.

Sworn before me this 7th }
day of December, 1850. }

S. H. LATHROP,

Commissioner of deeds.

(No. 4.)

AUBURN AND ROCHESTER RAILROAD.

*Return of the Auburn and Rochester Railroad for 10 months, ending
July 31st, 1850. Filed 9th December, 1850.*

Capital stock as by charter,	\$300,000 00
Amount of stock subscribed,	2,196,765 00
Amount paid in as by last report,	2,151,765 00
Total amount now paid in of capital stock,	2,196,765 00
Funded debt, as by last report,	638,000 00
Total amount now of funded debt,	595,000 00
Floating debt, as per last report,	60,000 00
Amount now, of floating debt,	30,000 00
Total amount now of funded and floating debt,	625,000 00
Average rate per annum of interest on funded debt, 6½ pr. cent.	

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For graduation and masonry,	\$802,876 07	802,876 07
Bridges,	109,930 39	111,446 19
Superstructure, including iron, ...	1,211,307 33	1,211,307 33
Passenger and freight stations, buildings and fixtures,	69,878 33	70,378 33
Engine and car houses, machine shops, machinery and fixtures, ..	143,878 33	144,893 33
Land, land damages and fences, ..	275,851 10	285,866 52
Locomotives and fixtures, and snow plows,	194,776 00	209,592 63
Passenger and baggage cars,	24,800 00	26,800 00
Freight and other cars,	60,000 00	61,300 00
Engineering and agencies,	75,539 60	75,539 60
Total,	<u>\$2,968,837 15</u>	<u>\$3,000,000 00</u>

CHARACTERISTICS OF ROAD.

Length of road,	78 m
Length of road laid,	78
Length of double track, including sidings,	85 $\frac{7}{8}$
Length of branches owned by the company, laid,	7 $\frac{7}{8}$
Length of double track laid on same,	none.
Weight of rail per yard on main track,	67 lb
Number of engine houses and shops,	4 $\frac{1}{2}$
Engines,	19
Rated as 8 } passenger cars, 1st class, 20; do 2d class and emigran wheel cars. } baggage mail and express cars, 0; freight cars, 100	

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,	179
Miles run by freight trains,	62
Rate of fare per mile charged to passengers in respective classes,	cts. 3 $\frac{1}{4}$, 2,
Number of passengers (all classes) carried in cars,	271,
Number of miles travelled by passengers, or number of passengers carried one mile,	13,711
Number of tons, of 2000 pounds, of freight carried in cars,	34
Total movement of freight, or number of tons carried one mile,	2,663
Average rate of speed adopted by ordinary passenger trains, including stops,	(miles pr. hour)
Rate of speed of same, when in motion,	
Average rate of speed adopted by express trains, inclu- ding stops,	
Rate of speed of same when in motion,	
Average rate of speed adopted by freight trains, inclu- ding stops,	
Rate of speed of same, when in motion,	
Average weight in tons of passenger trains, exclusive of passengers and baggage,	7
Average weight in tons of freight trains, exclusive of freight,	1

NOTE. The company do not own the cars used for baggage of passenger for transportation of mail and emigrants. The Albany and Schenectady supply sufficient number.

Amount of freight in tons :

The product of the forest,	
do do animals,	
Vegetable food,	
Other agricultural products,	
Manufactures,	
Merchandise,	
Other articles,	

EXPENSES OF MAINTAINING ROAD.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Repairs of road-bed and rail- way, excepting cost of iron, [see law],	\$24,142 81	\$18,027 54	\$6,115 27
Appreciat'n of way, \$66,061.89.			
Cost of iron used in repairs :			
Alotted to passenger transpor- tation, length of feet, wt. in lbs.,			
Alotted to freight transporta- tion, length in feet, wt. in lbs.			
Repairs of buildings,	3,261 70	2,451 28	810 42
Repairs of fences and gates, ..	4,716 21	3,557 15	1,159 06
Expenses on real estate,	10,586 00	7,939 50	2,646 50
Totals,	<u>\$42,706 72</u>	<u>\$31,975 47</u>	<u>\$10,731 25</u>

EXPENSES OF REPAIRS OF MACHINERY.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Repairs of engines and ten- ders,	\$28,460 48	\$21,355 36	\$7,105 12
Appreciation of engines and tenders,	\$19,550		
Repairs of passenger and bag- gage cars,	7,081 93	7,081 93	
Appreciation of passenger and baggage cars,	\$3,000		

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportation.
Repairs of freight cars,.....	8,655 70		8,655
Depreciation of cars,..\$5,000			
Repairs of tools and machinery in shops,	982 11	736 58	24
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	2,804 30	2,116 21	68
Totals,.....	\$47,984 52	\$31,290 08	\$16,69

EXPENSES OF OPERATING THE ROAD.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportation.
Office expenses, stationery, &c.	\$1,290 83	\$968 12	\$322
Agents and clerks,	11,058 88	7,992 28	3,066
Labor, loading and unloading freight,	2,425 00		2,425
Porter, watchmen and switch tenders,	4,040 00	3,045 00	995
Wood and water station attend- ance,	2,310 00	1,731 00	579
Conductors, baggage and brake- men,	7,885 54	6,085 54	1,800
Enginemen and firemen,.....	10,525 84	7,894 38	2,631
Fuel, cost and labor preparing,	20,158 52	15,068 89	5,089
Oil and waste for engines and tenders,	3,660 00	2,745 00	915
Oil and waste for freight cars, do do for passenger and baggage cars,	343 54 687 08		343
Loss and damage of goods and baggage,	1,551 64	972 48	579
Damages for injuries to persons,	2,065 06	1,548 78	516
Damages to property, including damages by fire and cattle killed on road,	1,178 30	883 73	294
General superintendence,	1,666 65	1,249 98	416

	ALLOTTED TO		
	Amount.	Pass. trans- portation.	Freight transportat'n.
Agencies,	1,927 52	1,445 64	481 88
Totals,	<u>\$72,774 40</u>	<u>\$52,317 90</u>	<u>\$20,456 50</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

EARNINGS:

From passengers,	\$386,616 13
From freight,	111,998 49
From other sources,	17,196 32

RECEIPTS:

From passengers,	\$386,616 13
From freight,	111,998 49
From other sources,	17,196 32

PAYMENTS OTHER THAN FOR CONSTRUCTION:

For transportation expenses,	\$163,465 64
For interest,	46,947 38
For dividends,	260,851 80
To surplus fund,	44,546 12
Total amount of surplus fund,	193,085 90

number of persons injured in life or limb.

. On 21st Nov. 1849, as the express train going west was pass-
through Waterloo, a boy named Hosack was run over and in-
y killed. The boy, with others was trying to see how near they
cross the track ahead of the locomotive, when the train was in
on ; a practice which the boys at that place had frequently pur-
which caused the engineers to run with extra caution ; the en-
r did not see the boy that was killed, but saw the others who
ened to cross soon enough to clear the train. No blame at-
d to the engineer.

. On night of 23d Nov., a family of German emigrants left the
at Seneca Falls. When the train commenced moving, the con-
r felt a motion of the car, as if going over something, he stopped
rain and found that the car had passed over and instantly killed
le girl belonging to the German family which had stopped at
place ; how she happened to be run over no one could tell or

give any account. No blame attached to the hands in the employ of the company.

3d. On 27th Nov., a man named Patrick Mullen was run over by the express train, about a mile west of Auburn, and instantly killed, being cut all to pieces. Verdict of coroner's jury, as follows: "Mr. Mullen was accidentally run over by the express train of cars on the Auburn and Rochester railroad going west, near Barber's factory." Mr. Mullen was walking on the track going west, and being somewhat deaf, and the wind blowing very hard from the west, the accident was unavoidable. The jury was perfectly satisfied from the testimony, that there was no blame to be attributed to Mr. Glenn, the engineer, or the R. R. Company, the bell was constantly ringing and the whistle was blown as soon as Mr. Mullen was discovered on the track.

4th. On 2d Feb., 1850, Edward Corcoran, son of the station-man at Canandaigua, got on a passenger car at that place; when the train started, he jumped off and fell back under the car, he was so much injured that he died in a short time. No blame was attached to any one in the employ of the company.

5th. On 27th March, a man named Patrick McMillen, was found dead on the track, two miles west of Auburn, it is supposed he was killed by the night train, he left Auburn the evening before, very much intoxicated; when he was found, there was a jug partly filled with whiskey, lying by his side, he was undoubtedly asleep on the track. No blame was attached to any one in the employ of the company.

STATE OF NEW YORK, }
Ontario County, } ss.

Asa Sprague, acting superintendent, and Charles Seymour, treasurer of the Auburn and Rochester railroad company, being duly sworn, say, that the foregoing report contains a correct and true statement of the various matters required by law, according to their respective knowledge and belief.

A. SPRAGUE, *Supt.*

CHAS. SEYMOUR, *Treasurer.*

Subscribed and sworn before }
me, this 3d Dec. 1850, }

R. WOOLWORTH, *Com. of Deeds.*

(No. 5.)

AUBURN AND SYRACUSE RAILROAD.

No report.

(No. 6.)

BUFFALO AND NIAGARA FALLS RAILROAD.

Return of the Buffalo and Niagara Falls Railroad, being for the year ending September 30th, 1850. Filed Nov. 28th, 1850.

Capital stock as by charter.....	\$393,750
Amount of stock subscribed	393,750
Amount paid in as by last report	256,250
Unpaid amount now paid in of capital stock.....	367,796
Unpaid debt, as by last report	46,670
Unpaid amount now of funded debt.....	21,670
Unpaid floating debt, as by last report.....	25,886
Unpaid amount now of floating debt.....	12,495
Unpaid amount now of funded and floating debt.....	34,165
Average rate of interest on funded debt.....	7 p. ct.

COST OF ROAD AND EQUIPMENT.

	As by last report.	To present time.
Land graduation and masonry.....	\$106,600 49	\$106,600 49
Bridges.....	14,609 03	14,609 03
Superstructure including iron...	195,780 00	216,737 44
Passenger and freight stations, buildings and fixtures	6,550 00	6,896 87
Engine & car houses, machine shops, machinery & fixtures		
Land, land damages and fences..		
Locomotives & fixtures, and snow plows.....	13,380 00	13,380 00
Passenger and baggage cars....	34,320 69	42,020 69
Freight and other cars.....	18,240 71	21,740 71
Engineering and agencies.....	1,450 00	1,450 00
	4,806 16	4,806 16
Total.....	<u>\$395,737 08</u>	<u>\$428,241 39</u>

CHARACTERISTICS OF ROAD.

Length of road.....	mil
Length of road laid.....	
Length of double track, including sidings.....	
Length of branches owned by the company, laid.....	
Length of double track on same.....	
Weight of rail per yard on main track.....	1
Number of engine houses and shops.....	
engines	
Rated as 8 { Pass. cars 1st. class 6. 2d class & emigr't 5, }	
wheel cars { baggage, mail & expr'ss cars 3, freight cars 7, }	

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains.....	
Miles run by freight trains.....	
Rate of fare per mile charged passengers.....	c
Number of passengers (all classes) carried in cars.	
Number of miles travelled by passengers, or No. passen- gers carried one mile.....	2,
Tons of freight carried and total movement of freight...	not
Average rate of speed of passenger trains including stops (miles per hour).....	
Rate of speed of same, when in motion.....	

EXPENSES OF MAINTAINING ROAD.

Repairs of road bed and railway, excepting cost of iron	
Depreciation of way.....	
Cost of iron used in repairs, length and weight.....	
Repairs of buildings.....	
Repairs of fences and gates.....	1
Taxes on real estate.....	
Total.....	1

EXPENSES OF REPAIRS OF MACHINERY.

Total	\$5
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EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.....	208 96
Agents and clerks.....	1,722 47
Labor, loading and unloading freight.....	
Porters, watch and switchmen.....	412 13
Wood and water station attendants.....	360 00
Conductors, baggage and brakemen.....	845 00
Enginemen and firemen.....	959 52
Fuel, cost and labor preparing.....	1,800 48
Oil and waste for engines, tenders and cars.....	749 84
Losses and damages of goods and baggage.....	38 00
Damages for injuries to persons.....	
Damages to property, including damages by fire and cattle killed.....	282 95
General superintendence.....	2,218 34
Contingencies.....	924 25
Total.....	<u>\$10,521 94</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS :

From passengers.....	\$67,979 49
freight.....	4,316 58
other sources (mail service).....	1,000 00

2d. RECEIPTS :

From passengers....	67,979 49
freight.....	4,316 58
other sources, { old iron 25,937 10 } { mail ... 1,000 00 }	26,937 10

3d. PAYMENTS, OTHER THAN FOR CONSTRUCTION:

For transportation expenses.....	17,218 66
interest.....	2,963 00
dividends.....	25,421 00
To surplus fund.....	
Total amount of surplus fund.....	

No person seriously injured during the year.

STATE OF NEW-YORK, } ss. William A. Bird, Treasurer
 Erie Co., City of Buffalo, } Superintendent of Buffalo
 agara Falls R. R. Company being duly sworn, says that the
 contents in the above report are true according to the best of his
 knowledge and belief.

W. A. BIRD,
Treasurer and S.

Sworn before me this 26th Nov. 1850.

CHAS. D. NORTON, *Com. of Deeds.*

(No. 7.)

CAYUGA AND SUSQUEHANNA RAILROAD.

*Report of the Cayuga and Susquehanna Railroad Company, being
for nine months and eleven days, ending September 30th, 1850.
ended December 5, 1850.*

Capital stock as by charter,.....	\$500,000 00
Amount of stock subscribed,.....	168,000 00
Amount paid in, as by last report,.....	118,000 00
Amount now paid in of capital stock,.....	168,000 00
Funded debt, as by last report,.....	
Amount now, of funded debt,.....	300,000 00
Floating debt, as per last report,.....	253,000 00
Amount now, of floating debt,.....	134,849 83
Amount now, of funded and floating debt,....	434,849 83
Annual rate per annum of interest on funded debt,.	7 per ct.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
Gravelling and masonry,.....	\$31,216 65	115,203 32
Bridges,	19,174 23	25,357 54
Superstructure, including iron,.		264,710 98
Passenger and freight stations, } buildings and fixtures,.....		
Engine and car houses, machine } shops, machinery and fix- } tures,.....	731 54	15,811 52
Land, land damages and fences,	13,443 00	25,784 97

Locomotives and fixtures, and snow plows,	23,
Passenger and baggage cars,...	9,
Freight and other cars,	29,
Engineering and agencies,	5,
Total,	<u>\$580,</u>

CHARACTERISTICS OF ROAD.

Length of road,	35 m
Length of road laid,	35
Length of double track, including sidings,	3
Length of branches owned by the company, laid,	
Length of double track laid on same,	
Weight of rail per yard on main track,	58
Number of engine houses and shops,	1
engines,	3
Rated as 8 wheel cars. { passenger cars 1st class, 4 ; do 2d class } and emigrant baggage, mail and express { cars, 2 ; freight cars, 45	51

DOINGS OF THE YEAR IN TRANSPORTATION

Miles run by passenger trains, including boats	
Miles run by freight trains,	
Rate of fare per mile charged to passengers,	
Number of passengers (all classes) carried in cars, ...	
Number of miles travelled by passengers, or number of passengers carried one mile	1,
Number of tons, of 2,000 pounds, of freight carried in cars,	
Total movement of freight, or number of tons carried one mile,	3
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour),	
Rate of speed of same, when in motion,	
Average rate of speed adopted by express trains, in- cluding stops,	
Rate of speed of same, when in motion	

average rate of speed adopted by freight trains, including stops,	12
rate of speed of same, when in motion,	14
average weight in tons of passenger trains, exclusive of passengers and baggage,	60
average weight in tons of freight trains, exclusive of freight,	113
amount of freight in tons :	
The product of the forest,	3,383
do of animals,	1,067
Vegetable food,	1,095
Other agricultural products,	24
Manufactures,	1,349
Merchandise,	892
Other articles,	1,076

EXPENSES OF MAINTAINING ROAD.

Amount.	ALLOTTED TO	
	Pass. transportation.	Freight transportation.
repairs of road-bed and railway, excepting cost of iron, [see law,]		
depreciation of way,		
cost of iron used in repairs:		
Allotted to passenger transportation, length in feet, wt. in lbs., ..		
Allotted to freight transportation, length in feet, wt. in lbs., ...		
repairs of buildings,		
repairs of fences and gates,		
taxes on real estate,	199	25
Totals,	<u>\$2,301</u>	<u>19</u>

EXPENSES OF REPAIRS OF MACHINERY.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportation
Repairs of engines and tenders,.....	\$2,140 62		
Depreciation of engines and tenders,.....	1,500 00		
Repairs of passenger and baggage cars,.....	1,994 87		
Depreciation of passenger and baggage cars,.....			
Repairs of freight cars,....	1 994 87		
Depreciation of freight cars,.	2,380 00		
Repairs of tools and machinery in shops,.....			
Incidental expenses, including			
• oil, fuel, clerks, watchmen, &c., about shops,.....	297 50		
Totals,.....	<u>\$10,307 86</u>		

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,.....	\$284 49
Agents and clerks,.....	1,475 48
Labor, loading and unloading freight,.....	1,669 10
Porter, watchmen and switch tenders,.....	286 54
Wood and water station attendance,.....	239 18
Conductors, baggage and brakemen,.....	1,116 29
Enginemen and firemen,....	2,325 35
Fuel, cost and labor preparing,.....	4,118 02

	Amount.	ALLOTTED TO Pass. trans- portation.	Freight transportation.
and waste for engines and tenders,....	1,323 33		
do for freight cars,			
do for passenger			
and baggage cars,.....			
ss and damage of goods			
and baggage,.....	28 00		
mages for injuries to per-			
sons,.....	625 00		
mages to property, includ-			
ng damages by fire and			
cattle killed on the road,..	493 00		
neral superintendence,...	500 00		
ntingencies,.....	3,003 00		
als,.....	<u>\$31,956 91</u>		

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

EARNINGS :

From passengers,.....	\$33,600 63
From freight,.....	10,417 22
From other sources,.....	4,207 25

RECEIPTS :

From passengers,.....	\$33,600 63
From freight,.....	9,790 65
From other sources,.....	1,627 69

PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,.....	\$30,810 91
For interest,.....	15,486 74
For dividends,.....	
To surplus fund,.....	
Total amount of surplus fund,.....	

Three persons have been killed on the road, two of whom were la-
 bers on the gravel train. The third, Mr. William J. Jones, of-

Ithaca, was killed by falling from the gravel train, on which he was riding contrary to the rules and without permission of the company. These accidents have not arisen from carelessness or negligence of any person in the employ of the corporation.

STATE OF NEW-YORK, }
 Tompkins county, } ss.

Josiah B. Williams, Treasurer, and W. R. Humphry, Secretary and acting Superintendent, being duly sworn, each for himself, says that the matters set forth in the forgoing report are true according to the best of his knowledge and belief.

J. B. WILLIAMS, *Treasurer,*

W. R. HUMPHRY, *Sec. and Ac. Sup't.*

Sworn before me, this 3d }
 of Dec., 1850. }

H. MACK, *Clerk,*

(N o. 8.)

CHEMUNG RAILROAD.

turn of the Chemung Railroad, for year ending September 30th,
1850. Filed, December 31st, 1850.

Capital Stock as by charter,.....	\$380,000 00
Amount of Stock subscribed,.....	
Amount paid in as by last report, about \$375,000 00	
Total amount now paid in of capital stock, 380,000 00	
Funded debt, as by last report,.....	70,000 00
Total amount now, of funded debt,.....	70,000 00
Floating debt, as per last report,.....	5,000 00
Amount now of floating debt,.....	5,000 00
Total amount now, of funded and floating debt,.....	75,000 00
Average rate per annum of interest on funded debt,..	7 per cent.

COST OF ROAD AND EQUIPMENT.

As per last report. To present time.

Grading and masonry,.....		
Bridges,.....		
Superstructure, including iron,		
Passenger and freight stations,		
buildings and fixtures,.....		
Engine and car houses, machine		
shops, machinery and fixtures,		
Land, land damages and fences,		
Locomotives and fixtures, and	The whole done by	
snow plows,.....	contract for \$450,	
Passenger and baggage cars,..	080.60	
Freight and other cars,.....	See report Jany. 7th,	
Engineering and agencies,.....	1850, on file with	
	State Engineer &c.	
Total,.....	\$450,000 00	\$450,000 00

CHARACTERISTICS OF ROAD.

Length of road,.....	17,34
Length of road laid,.....	
Length of double track, including sidings,.....	
Length of branches owned by the company, laid,..	
Length of double track laid on same,.....	
Weight of rail per yard on main track,.....	about 58
Number of engine houses and shops,.....	
engines,.....	
Rated as 8 { passenger cars, 1st class, do 2d,	
{ class and emigrant, baggage,	
wheel cars. { mail & express cars, freight cars	

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,.....	
Miles run by freight trains,.....	
Rate of fare per mile charged to passengers, in res-	
pective classes,.....	
Number of passengers (all classes) carried in cars,..	
Number of miles travelled by passengers, or number	
of passengers carried one mile,.....	
Number of tons, of 2,000 pounds, of freight carried	
in cars,.....	
Total movement of freight, or number of tons carried	
one mile,.....	
Average rate of speed adopted by ordinary passenger	
trains, including stops, (miles p. hour,).....	
Rate of speed of same, when in motion,.....	
Average rate of speed adopted by express trains, in-	
cluding stops,.....	
Rate of speed of same, when in motion,.....	
Average rate of speed adopted by freight trains, in-	
cluding stops,.....	
Rate of speed of same, when in motion,.....	
Average weight in tons of passenger trains, exclusive	
of passengers and baggage,.....	
Average weight in tons of freight trains, exclusive of	
freight,.....	

Amount of freight in tons:

The product of the forest,.....
do do of animals,.....
Vegetable food,.....
Other agricultural products,.....
Manufactures,.....
Merchandize,.....
Other articles,.....

EXPENSES OF MAINTAINING ROAD.

Amount.	ALLOTTED TO	
	Pass. trans- portation.	Freight transportation.
Repairs of road-bed and rail- way, excepting cost of iron, [see law,]		
Appreciation of way,		
Cost of iron used in repairs:		
Allotted to passenger trans- portation, length in feet, wt. in lbs.,		
Allotted to freight transpor- tation, length in feet, wt. in lbs.,		
Repairs of buildings,		
Repairs of fences and gates, ..		
Taxes on real estate,		
Intereals,		

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tend-
ers,

Appreciation of engines and
tenders,

Repairs of passenger and bag-
gage cars,

Appreciation of baggage cars,
Repairs of freight cars,

Amount.	ALLOTTED TO	
	Pass. trans- portation.	Freight transportat'n.
Depreciation of do,.....		
Repairs of tools and machin- ery in shops,.....		
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,		
Totals,		

EXPENSES OF OPERAT- ING THE ROAD.

Office expenses, stationery, &c.,.....		
Agents and clerks,.....		
Labor, loading and unloading freight,.....		
Porter, watchmen and switch tenders,.....		
Wood and water station at- tendance,.....		
Conductors, baggage & brake- men,.....		
Enginemen and firemen,....		
Fuel, cost and labor preparing,		
Oil and waste for engines and tenders,.....		
Oil and waste for freight cars,		
Oil and waste for passenger and baggage cars,.....		
Loss and damage of goods and baggage,.....		
Damages for injuries to per- sons,.....		
• Damages to property, includ- ing damages by fire, and cattle killed on road,.....		
General superintendence,....		
Contingencies,		
Totals,		

EARNINGS AND CASH RECEIPTS AND PAYMENTS.**1st. EARNINGS :**

From passengers,.....
 From freight,.....
 From other sources,.....

2d. RECEIPTS :

From passengers,.....
 From freight,.....
 From other sources,.....

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,.....
 For interest,.....
 For dividends,.....
 To surplus fund,.....
 Total amount of surplus fund,.....

For all matters not stated in this report, reference is respectfully made to the report of the New-York & Erie Railroad Company, that company having rented the Chemung Railroad from 15th Jan., 1850, for ten years; furnishing the same and running the same in connection with and as a part of the New-York & Erie Railroad, and paying charges and receiving profits thereon.

STATE OF NEW-YORK, }
 City and County of New-York, } ss.

Isaac Otis, of New-York city, being duly sworn, says that he is treasurer of the Chemung Railroad Company, and that the above report is true, to the best of his knowledge and belief.

ISAAC OTIS, *Treasurer.*

Sworn before me, the {
 30th Dec., 1850. }

JOSEPH STRONG, *Com. of Deeds.*

(No. 9.)

HUDSON AND BERKSHIRE RAILROAD.

Return of the Hudson & Berkshire Railroad for the year ending September 30, 1850. Filed Dec. 5th, 1850.

Capital stock as by charter,.....	\$450,000 00
Amount of stock subscribed,	380,000 00
Amount paid in, as by last report,	375,000 00
do under act Dec., 1847, omitted last report,	50,000 00
Total amount now paid in of capital stock, and assessments under act 1847,	425,000 00
Funded debt, as by last report,	325,000 00
Total amount now of funded debt,	325,000 00
Floating debt, as per last report,	41,549 92
Amount of new engine, omitted last report,	5,600 00
The amount now of floating debt,	47,149 92
Total amount now of funded and floating debt,....	372,149 92
Average rate per annum of interest on funded debt,.	6½ per ct.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time
For graduation and masonry,	\$200,000 00	200,000 00
Bridges,	25,000 00	25,000 00
Superstructure, including iron,	385,000 00	385,000 00
Passenger and freight stations, buildings and fixtures,	16,200 00	16,600 00
Engine and car houses, machine shops, machinery and fixtures,	4,534 23	4,534 23

	As per last report.	To present time.
Land, land damages and fences,	64,261 31	64,261 31
Locomotives and fixtures, and snow plows,	35,538 39	36,838 39
Passenger and baggage cars, ..	9,201 65	9,301 65
Freight and other cars,	29,102 00	29,202 00
Engineering and agencies, ...	50,593 87	50,593 87
Total,	<u>\$819,631 45</u>	<u>\$821,331 45</u>

CHARACTERISTICS OF ROAD.

Length of road,	31½ miles.
Length of road laid,	do
Length of double track, including sidings,	5,600 feet.
Length of branches owned by the company, laid,	
Length of double track laid on same,	
Weight of rail per yard on main track,	56 lbs.
Number of engine houses and shops,	2
do engines,	4
Rated as 8 wheel cars. { passenger cars, 1st class, 4 ; do. 2d class and emigrant,	
{ baggage, mail and express cars, 2 ; freight cars, 28½,	34½

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains, (freight carried in these trains,)	38,896
Miles run by freight trains,	17,680
Rate of fare per mile charged to passengers, in respec- tive classes,	3 cents.
Number of passengers (all classes) carried in cars, ...	33,491
Number of miles travelled by passengers, or number of passengers carried one mile,	546,592
Number of tons, of 2,000 pounds, of freight carried in cars,	23,809
Total movement of freight, or number of tons carried one mile,	577,130
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20

speed of same, when in motion,.....	25
rate of speed adopted by express trains, including stops,	
speed of same, when in motion,.....	
rate of speed adopted by freight trains, including stops,	12
speed of same, when in motion,.....	15
weight in tons of passenger trains, exclusive of passengers and baggage,.....	16
weight in tons of freight trains, exclusive of freight,	45
amount of freight in tons :	
value of product of the forest,	2,854
do of animals,.....	1,278
vegetable food,	3,105
other agricultural products,	1,100
manufactures,	8,287
merchandise,	2,708
other articles,	4,477

EXPENSES OF MAINTAINING ROAD.

	ALLOTTED TO		
Amount.	Pass. trans- portation.	Freight transportat'n.	
of road-bed and rail- excepting cost of iron, [w,].....	\$3,777 74	\$2,688 87	\$1,088 87
ation of way,			
iron used in repairs:..			
ted to passenger trans- portation, length in feet,			
wt. in lbs.,			
ted to freight transpor- tion, length in feet,			
. in lbs.,			
of buildings,.....	324 45	100 00	224 45
of fences and gates,.			
on real estate,.....	424 81	212 40	212 41
Totals,.....	<u>\$4,527 00</u>	<u>\$3,001 27</u>	<u>\$1,525 73</u>

EXPENSES OF REPAIRS OF MACHINERY.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Repairs of engines and tenders,.....	\$2,315 72	\$1,157 86	\$1,157 86
Depreciation of engines and tenders,.....			
Repairs of passenger and baggage cars,.....	124 54	124 54	
Depreciation of passenger and baggage cars,			
Repairs of freight cars,....	402 25		402 25
Depreciation of do			
Repairs of tools and machinery in shops,.....			
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops;...	31 77		31 77
Totals,.....	<u>\$2,874 28</u>	<u>\$1,282 40</u>	<u>\$1,591 88</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,.....	\$492 28	\$200 00	\$292 28
Agents and clerks,.....	2,464 21	800 00	1,664 21
Labor, loading and unloading freight,.....	2,287 19		2,287 19
Porter, watchmen & switch tenders,.....	441 30	100 00	341 30
Wood and water station attendance,			
Conductors, baggage & brakemen,....	1,386 76	886 76	500 00
Enginemen and firemen,....	1,863 00	1,200 00	663 00
Fuel, coal and labor preparing,.....	6,188 48	4,000 00	2,188 48

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
and waste for engines and tenders,..	532 02	300 00	232 02
do for freight cars,	110 51		110 51
do for passenger and baggage cars,.....	52 00	52 00	
Loss and damage of goods and baggage,.....	385 85		385 85
Damages for injuries to per- sons,			
Damages to property, includ- ing damages by fire and cattle killed on road,.....	600 00	300 00	300 00
General superintendence,..	2,000 00	1,000 00	1,000 00
Contingencies,	\$145 00	100 00	45 00
Totals,.....	<u>\$19,948 60</u>	<u>\$8,938 76</u>	<u>\$10,009 84</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

EARNINGS:

From passengers,	\$14,771 63
From freight,	25,269 28
From other sources, mails,	1,000 00

RECEIPTS.

From passengers,	\$14 771 63
From freight,	24,769 28
From other sources,	1,000 00

PAYMENTS OTHER THAN FOR CONSTRUCTION:

For transportation, expenses, and losses,	\$27,349 88
For interest,	13,191 03
For dividends,	
To surplus fund,	
Total amount of surplus fund,	

There has been no person injured in life or limb during the year.

COLUMBIA COUNTY, ss:

Joniah W. Fairfield, President, and **Joshua T. Waterman**, Superintendent of operations of the Hudson and Berkshire Railroad Company, being severally sworn, say, that the foregoing report and the facts therein stated are correct and true, according to their best information and belief.

Sworn before me this 27th }
day of Nov. 1850. }

J. W. FAIRFIELD,

J. T. WATERMAN.

DARIUS PECK, *Commissioner of Deeds.*

(No. 10.)

HUDSON RIVER RAILROAD.

Report of the Hudson River Railroad Company.

Filed Nov. 26th, 1850.

C. SEYMOUR,

State Engineer and Surveyor:

edience to the act passed April 2d, 1850, entitled "An
authorise the formation of Railroad Corporations, and to regu-
same," the Hudson River Railroad Company presents the
g report:

report of last year includes the business of the road up to the
of January last. It is not deemed necessary or practicable
s report should commence at an earlier period than the ter-
a of the last report, as the required statistics were then given,
classification of accounts under the previous law was so dif-
that they cannot accurately be arranged under the present
s, for any portion of time embraced in the previous report.

the purpose of insuring accuracy, therefore, it is considered
o commence this report on the first day of January last, em-
a period of nine months, to the 30th of September last. Fu-
orts will of course be made to cover the business operations
ntire year, as the accounts and statistics are now made to con-
the law of April last.

road is in operation from New-York to Poughkeepsie, a dis-
seventy-five miles, which is a little more than half the dis-
Albany. The portion in use embraces three miles of street

track in the city of New-York, which is operated by horses, at a expense greater than will apply to any other portion of the road.

During most of the season, seven trains each way have been maintained, three of which have connected with steamboats plying between Poughkeepsie and Albany.

Since January last, about forty miles of double track have been laid, extending from New-York to Peekskill, and a large amount of work has been done to secure the structures, increase the convenience and promote the safety of the road. Four new passenger stations have been erected, and increased wood and water accommodations provided, in view of the largely increasing business of the road.

It has been thought proper by this company to institute a regular police guard on the road. A watchman is stationed at every mile and cross road where there is any liability to obstructions, or any danger may be apprehended from cattle or otherwise, whose duty it is to be at his post whenever a train passes or is due, and to display the prescribed signals to the engine men, indicating the state of the track. Each watchman closely inspects his portion of track, reports the passage of each train, and does such ordinary labor as may be necessary to keep the track in perfect order, and in every case of danger gives warning to the trains in time to prevent injury.

It is believed that no other road in the country is so systematically and closely watched, with a view of preventing accidents. In several instances since the opening of this road, serious, and possibly fatal, accidents have been prevented solely by the warnings of flagmen, and it is considered essential to the safe conveyance of passengers, that this and every other available precaution should be rigidly observed.

These statements are considered necessary to explain the somewhat large expenditure under the head of porters, watch and signal men.

The expense of horse power in the city of New-York, amounting to \$15,763.44, is necessarily embraced under the head of "conduits and agencies."

That portion of the road which is between Poughkeepsie and Albany is under contract and rapidly progressing, which accounts for the increased amount of expenditure for construction since the last report.

Return of the Hudson River Railroad Company for nine months, ending September 30, 1850.

Capital Stock as by charter,	\$4,000,000 00
Amount of Stock subscribed,	3,400,162 17
Amount paid in, as by last report,	3,157,175 00
Total amount now paid in of capital stock,	3,310,552 17
Funded debt, as by last report,	1,867,625 00
Total amount now, of funded debt,	3,486,750 00
Floating debt, as per last report,	88,101 12
The amount now, of floating debt,	111,151 37
Total amount now, of funded and floating debt, .	3,697,901 37
Average rate per annum of interest on funded debt, 7 per cent.	

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For Graduation and masonry,		3,127,630 08
Bridges,	2,892,681 24	121,259 73
Superstructure, including iron, .	811,627 48	1,336,445 51
Passenger and freight stations, buildings and fixtures, engine and car houses, machine shops, machinery and fixtures,	231,162 97	349,804 99
Land, land damages and fences,	459,294 62	572,241 80
Locomotives and fixtures, and snow plows,	15,294 47	107,525 57
Passenger and baggage cars, ..	71,648 76	103,921 96
Freight and other cars,		67,775 05
Engineering and agencies,	144,855 59	289,064,05
Interest on stock and other items not enumerated,	377,110 26	591,012 81
Total,	<u>\$5,008,675 39</u>	<u>6,666,681 55</u>

CHARACTERISTICS OF ROAD.

Length of road,	143 $\frac{7}{8}$	miles.
Length of road laid,	74 $\frac{1}{8}$	do
Length of double track, including sidings, ...	38	do
Length of branches owned by the company, laid,	none.	
Length of double track laid on same,	none.	
Weight of rail per yard on main track,	70 lbs.	
Number of engine houses, 4, and shops, 1, ...	5	
engines, 14, and one street do., ...	15	
Rated as 8 wheel cars. }	passenger cars, 1st class, 44; do. 2d class and emigrant, baggage, mail and express cars, 12; freight cars, 75; gravel cars, 61,	192

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,	15
Miles run by freight trains, passenger cars attached, ..	2
Rate of fare per mile charged to passengers, in respective classes; Summer, 1 $\frac{1}{4}$ 1 $\frac{1}{2}$ c.; Winter, 2 2 $\frac{1}{2}$ c. .	
Number of passengers (all classes) carried in cars, ...	509
Number of miles travelled by passengers, or number of passengers carried one mile,	17,821
Number of tons, of 2,000 pounds, of freight carried in cars,	5
Total movement of freight, or number of tons carried one mile,	229
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	
Rate of speed of same, when in motion,	
Average rate of speed adopted by express trains, including stops,	
Rate of speed of same, when in motion,	
Average rate of speed adopted by freight trains, including stops,	
Rate of speed of same, when in motion,	
Average weight in tons of passenger trains, exclusive of passengers and baggage,	

Weight in tons of freight trains, exclusive of weight,	32
Amount of freight in tons:	
The product of the forest,	110 $\frac{3}{4}$
do do of animals,	856 $\frac{1}{4}$
Vegetable food,	139 $\frac{1}{2}$
Other agricultural products,	97
Manufactures,	2,164 $\frac{1}{4}$
Merchandise,	1,589 $\frac{1}{2}$
Other articles,	787 $\frac{3}{4}$

EXPENSES OF MAINTAINING ROAD.

	ALLOTTED TO		
	Amount.	Pass. trans- portation.	Freight transportat'n.
Repairs of road-bed and way, excepting cost of iron, [see law,].....	\$14,338 55	\$13,826 55	\$512 00
Depreciation of way,			
Cost of iron used in repairs:			
Allotted to passenger transportation, length in feet, wt. in lbs.,			
Allotted to freight transportation, length in feet, wt. in lbs.,			
Repairs of buildings,	53 62	53 62	
Repairs of fences and gates,	4 02	4 02	
Interest on real estate,	4,269 11	3,794 11	475 00
Totals,	<u>\$18,665 30</u>	<u>\$17,678 30</u>	<u>\$987 00</u>

EXPENSES OF REPAIRS
OF MACHINERY.

Repairs of engines and ten- ders, less \$3,500 mat. on hand,	\$7,848 43	\$7,568 13	\$280 30
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	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportation.
Depreciation of engines and tenders,			
Repairs of passenger and baggage cars, less \$350 mat. on hand,	7,920 49	7,920 49	
Depreciation of passenger and baggage cars,			
Repairs of freight cars, less \$150 mat. on hand,	405 90		405 90
Depreciation of freight cars, Repairs of tools and machinery in shops,	482 67	465 43	17 24
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	193 17	186 07	7 10
Totals,	<u>\$16,850 66</u>	<u>\$16,140 12</u>	<u>\$710 54</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,	\$1,910 08	\$1,742 58	158 50
Agents and clerks,	7,138 04	6,328 04	810 00
Labor, loading and unloading freight,	840 92		840 92
Porter, watchmen and switch tenders,	31,610 29	29,597 29	2,013 00
Wood and water station attendance,	985 52	950 32	35 20
Conductors, baggage and brakemen,	9,213 66	8,473 66	740 00
Enginemen and firemen, ..	7,648 93	7,375 76	273 17
Fuel, cost and labor preparing,	24,380 34	23,309 59	1,070 75
Oil and waste for engines and tenders,	3,982 40	3,739 90	242 50

	ALLOTTED TO		
	Amount.	Pass. trans- portation.	Freight transportation.
l waste for freight			
.....	274 06		274 06
waste for passenger			
baggage cars,.....	2,306 55	2,306 55	
and damage of goods			
baggage,	381 76	287 06	94 70
es for injuries to			
ns,	200 25	200 25	
es to property, in-			
ng damages by fire			
cattle killed on road,	305 26	305 26	
l superintendence,..	3,498 70	3,373 10	125 60
gencies,	23,699 75	22,839 75	860 00
Totals,	<u>\$118,367 51</u>	<u>\$110,829 11</u>	<u>\$7,538 40</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

EARNINGS:

om passengers,.....	\$242,595 10
om freight,	18,575 56
om other sources, (mail) about,.....	6,490 00

CEIPTS:

om passengers,.....	242,572 88
om freight,	17,845 42
om other sources,.....	4,440 00

YMENTS OTHER THAN FOR CONSTRUCTION:

or transportation expenses,.....	167,383 47
or interest,	
or dividends,	
o surplus fund,.....	
total amount of surplus fund.....	

number of persons injured in life or limb, and the cause of injury, and whether passengers or persons employed.

7. Patrick Murphy, a carpenter in the employ of the road, connecting a train of cars at Peekskill, was jammed between

them and died in consequence of the injuries received. He neglected to give notice to the engineman who backed the train while he was between the cars.

Verdict of coroner's jury was "accidental death."

Ap. 2. A passenger named James McGaugh, while crossing the draw bridge at Cruger's was standing on the platform and leaning far over to look behind, came in contact with the brace of the bridge, which threw him off the car and caused his death; he had been requested by the conductor to take a seat inside. Verdict of the coroner's jury was that he came to his death "accidentally, carelessly and by misfortune, and not otherwise."

Apr. 14. Michael Ryan, laborer on the gravel train, fell from the train while passing Abbott's Point, and was instantly killed. Verdict of Coroner' "accidental death."

Apr. 22. James Horan, a carpenter, at work on the track at Manhattanville, was run over and killed. He had seen the train approaching, and was warned to get out of the way, but neglected to do so. He endeavored to cross the track at the moment the engine reached him. Verdict of coroner's jury, "accidental death."

May 11. A carman while crossing the track in Hudson street, near Duane, N. Y. city, came in contact with the cars and was seriously injured. He had been cautioned to wait a moment as the cars were approaching, but persisted in crossing. It was impossible to avoid the collision, the brake was applied at the time, but owing to the down grade, the car could not be stopped.

May 16. An idiot boy, named Michael Conlin, aged 7 years, was killed by passenger train on the north side of Spuytenduyvil bridge. Every precaution was used, brakes applied and engine reversed, but all was unsuccessful.

The verdict of the coroner's jury exonerated the engineer from all blame in the premises.

May 16. A woman, name unknown, supposed to have been from the Alms house, was run over and killed by the gravel train, near 42d street. She had been removed from the track previously by the watchman when the regular train passed, and warned that another train was coming, but persisted in going on the track. The whistle

blown and the engine reversed, when she was seen, but she paid attention to the signals and was unavoidably run over.

Verdict according to the facts.

May 27. David Gillespie was killed near the corner of West and 1st streets, N. Y., by a passenger car passing over him. As soon as he was seen on the track, he was called to by the driver, and the brakes applied. He looked up, seemed bewildered, and apparently made no effort to escape. The verdict was, "that the deceased came to his death by being accidentally run over by the car of the Hudson River railroad, and that no blame is to be attributed to the driver or the same."

June 8. A person attempted to jump on the passenger car, when passing through West-street, N. Y., and his foot slipping, he fell with his arm across the rail, and it was badly broken.

June 24. A boy jumped on the cars as they were passing through the streets of the city of N. Y., and in attempting to jump off while the car was in motion, he fell and the car passed over his foot. Mortification ensued, and he died.

July 5. An intoxicated man named John McGovern was accidentally run over and killed, at Croton. He staggered and fell on the track and was killed before the engine could be stopped, although he was going slowly at the time and the bell was ringing. Verdict, "accidentally killed while intoxicated, and no blame attached to the engineer or the company."

July 29. The down train at midnight run over the watchman near the engineer's bay. It was not known until the first train up next morning discovered him lying dead on the track. It is presumed he fell off the car on the track.

July . . . A passenger had his arm injured while passing a bridge near Cruger's, in consequence of projecting his arm out of the window of the car and coming in contact with an obstacle.

July 31. The night train ran over and killed a man named Denison, a laborer, about a mile south of Fishkill. He was supposed to have been intoxicated. Verdict, "Accidental death."

Senate, No. 12.]

Aug. 7. A man of intemperate habits, named Walter Hubbard, in attempting to jump on the cars while in motion at Canal-street, N. Y., slipped and fell with his leg under the wheel, and before the car could be stopped, it passed over his leg and crushed it so badly that death ensued.

Aug. 12. As the freight cars were passing down West-street, New-York, two boys jumped on one of the cars, and in attempting to jump off, one of them named John O'Neill, fell under the wheel and was killed. The driver did not see it or know it until after it occurred.

Aug. 29. A boy named George Stupp, about 12 years of age, was run over in West-st., near Amos-st., N. Y.; he had jumped on the car, and in attempting to jump off he fell and was run over and killed, before the car could be stopped.

Sept. 4. As several little girls were playing on the track near 90th-street, one of them, about 4 years of age, was accidentally killed, coming to a curve they could not be seen until the engine was too near them to prevent the accident. Verdict, "Death by injuries accidentally received."

Sept. 10. Henry Brown was run over and killed near Yonkers. He was a track layer, in the employ of the company, and was walking on the outside of the track until the engine had nearly reached him, when he stepped directly in front of the train and was instantly killed. The coroner's inquest exonerated the company from blame.

RECAPITULATION.

Total number killed,	16
do injured,.....	3

Of these, 6 were in the employ of the company and 13 not in their employ. Only one passenger was killed who stood on the platform, and one injured. Eleven of the accidents occurred in the city and county of New-York, and eight at other places.

It is believed that all the above mentioned accidents have occurred, not in consequence of any carelessness or negligence of any person in the employment of the corporation, but from the heedlessness

of the persons injured, and their disregard of their safety, by attempting to jump on or off the trains while in motion or by carelessly walking on the track between the rails. This highly dangerous practice is persisted in by many, although the company have taken the precaution to post conspicuously the statute on the subject.

In the streets of New-York crowds of unruly boys stand ready to rush on to the platforms of every passing car to the imminent hazard of their lives, as there is no municipal regulation to prevent this dangerous practice, the officers of the company find it impossible properly to guard against it.

Great care is used to avoid accidents, particularly in the crowded streets traversed by the road in the city of New-York, and watchmen are there constantly stationed at the curves to notify persons of the approach of every car, and to see that the tracks are kept clear.

CITY AND COUNTY OF NEW-YORK, ss

John M. Hopkins, Treasurer, and Oliver H. Lee, Superintendent of the Hudson River Railroad Company, being severally duly sworn on their oath say, that the preceding report is correct and true to the best of their knowledge and belief.

JOHN M. HOPKINS,
OLIVER H. LEE.

Sworn this 25th day of Novem- }
ber, 1850, before me, }

EDMUND ELMENDORF, Jr., *Com. of Deeds.*



(No. 11.)

LONG ISLAND RAILROAD.

[No. Report.]

(11. 55)

THE NEW YORK PUBLIC LIBRARY

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ASTOR LENOX TILDEN FOUNDATION

(No. 12.)

NEW-YORK AND ERIE RAILROAD.

*Return of the New-York and Erie Railroad, being for nine months,
ending Sept. 30th, 1850. Filed Dec. 26th, 1850.*

Capital stock as by charter,.....	\$10,500,000
Amount of stock subscribed,	6,031,100
Amount paid in, as by last report,.....	5,778,891
Total amount now paid in of capital stock,.....	5,801,285 29
Funded debt, as by last report,.....	5,889,918 90
Total amount now, of funded debt,.....	9,856,568 90
Floating debt, as per last report,.....	2,481,647 41
The amount now, of floating debt,.....	2,475,864 64
Total amount now, of funded and floating debt,...	12,332,433 54
Average rate per annum of interest on funded debt,	Seven per cent.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For graduation and masonry, ...	\$5,883,242 47	7,180,422 51
Bridges,		
Superstructure, including iron,	2,614,817 71	3,612,435 92
Passenger & freight stations, buildings and fixtures,...	271,323 89	377,458 46
Engine and car houses, ma- chine shops, machinery and fixtures,		
Land, land damages & fences,	557,096 60	742,492 44
Locomotives and fixtures, & snow plows,.....	402,322 85	567,312 64

	As per last report.	To present time.
Passenger and baggage cars,	98,011 97	108,458 21
Freight and other cars,....	287,238 13	489,718 98
Engineering and agencies,..	367,736 31	374,200 21
<hr/>		
Total, including cost previous to the present organization,...	\$16,430,868 33	\$20,323,581 03
<hr/>		

CHARACTERISTICS OF ROAD.

Length of road,.....	464
Length of road laid,.....	337
Length of double track, including sidings,....	..;.....
Length of branches owned by the company, laid,.....	19
Length of double track laid on same,.....	...
Weight of rail per yard on main track,.....	56 & 60
Number of engine houses and shops,.....	12
engines,.....	65
Rated as 8 wheel cars. { passenger cars, 1st class, 38; do. 2d class and emigrant, 5,.....	43
{ baggage; mail & express cars, 17; freight do. 784,	801

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,.....	404,156
Miles run by freight trains,.....	299,456
Rate of fare per mile charged to passengers, in respec- tive classes,.....	2 cents
Number of passengers (all classes) carried in cars,....	414,727
Number of miles travelled by passengers, or number of passengers carried one mile,.....	26,224,147
Number of tons, of 2,000 pounds, of freight carried in cars,.....	131,312
Total movement of freight, or number of tons carried one mile,.....	17,536,090
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Rate of speed of same, when in motion,	24
Average rate of speed adopted by express trains, inclu- ding stops,.....	24½

Rate of speed of same, when in motion,.....	28½
Average rate of speed adopted by freight trains, including stops,	9½
Rate of speed of same when in motion,.....	14
Average weight in tons of passenger trains, exclusive of passengers and baggage,.....	80
Average weight in tons of freight trains, exclusive of freight,	
The amount of freight in tons :	
The product of the forest,.....	23,878
do. do. of animals,.....	31,793
Vegetable food,.....	11,079
Other agricultural products,.....	1,054
Manufactures,	28,991
Merchandise,.....	18,730
Other articles,.....	15,787

EXPENSES OF MAINTAINING ROAD.

	Amount	ALLOTTED TO.	
		Pass. transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron, [see law,]	\$110,389 11		
Depreciation of way,			
Cost of iron used in repairs :			
Allotted to passenger transportation, length in feet, wt. in lbs; do. freight transportation, length in feet, wt. in lbs.,....			
Repairs of buildings and bridges,	11,676 76		
Repairs of fences and gates,.			
Taxes on real estate,.....	5,080 26		
Totals,	<u>\$127,146 13</u>		

EXPENSES OF REPAIRS OF MACHINERY.

	Amount.	ALLOTTED TO.	
		Pass. trans- portation.	Freight transportation.
Repairs of engines and tenders,	\$ 25,909 84		
Depreciation of engines and tenders,			
Repairs of passenger and baggage cars,	12,078 81		
Depreciation of do. do.			
Repairs of freight cars,	9,202 72		
Depreciation of freight cars, ..			
Repairs of tools and machinery in shops,	3,741 01		
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	4,881 26		
Totals,	<u>\$ 55,813 64</u>		

EXPENSES OF OPERATING THE ROAD.

Office expenses, sta'ery, &c., \$	11,611 56
Agents and clerks,	39,546 71
Labor, loading and unloading freight,	45,615 88
Rent of Chemung Branch, ..	25,500 00
Wood and water station attendance,	2,444 56
Cond ^l ctrs, baggage and brakemen,	67,609 39
Enginemen and firemen,	40,936 14
Fuel, cost and labor preparing, ..	42,120 46
Oil and waste for engines and tenders ; do for freight cars; do for passenger and baggage cars,	32,121 98

	Amount.	ALLOTTED TO.	
		Pass. trans- portation.	Freight transportation.
Less and damage of goods and baggage ; damages for in- juries to persons ; damages to property, including da- mages by fire and cattle killed on road,.....	16,737 29		
General superintendence,....			
Contingencies,	11,208 92		
Totals,.....	<u>\$335,452 89</u>		

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

*1st EARNINGS :

From passengers and mail, including \$1,529.63 for rents,	\$541,114 56
From freight,	522,835 71
Total earnings of Railroad,.....	<u>\$1,063,950 27</u>

†2d RECEIPTS :

From passengers and mail, including \$1,529.63 for rents,	\$541,114 56
From freight,.....	523,019 86
Total receipts of Railroad,	<u>\$1,064,134 42</u>

‡3d PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,	\$518,412 66
For interest on bonds, &c., &c.,	421,751 34
For dividends, two payments of interest on stock, 1st January and 1st July,	339,855 37
To surplus fund,.....	
Total amount of surplus fund,	<u></u>

* Earnings in addition to the above—By ferry	
from passengers,	3
Earnings by ferry from freight,	4
Total earnings by ferry,	<u>\$7</u>

† Receipts in addition to the above—By ferry	
from passengers,	3
Receipts by ferry from freight,	4
Total receipts by ferry,	<u>\$7</u>

‡ Payments for Hudson River ferry, Steamboats,	
&c., &c.,	<u>\$10</u>

Return for the nine months ending Sept. 30th, 1850, of persons injured in life or limb, on the New-York and Erie Railroad, the cause of the injury and whether passengers or persons employed by the company.

Date, 1850.	Name of person.	At what place.	Nature of accident.	Extent of injur.	Remarks.
Jan'y 9....	Edward Riley,†	Lackawaxen,.....	While coupling cars,.....	Both legs broken,.....	Died on his way to hospital, in car.
Feb'y 7....	Frederick Dick,††	Near Middletown,...	Thrown from train,.....	Both legs broken,.....	Subsequently died.
April 28....	Dennis O'Connor,†	Ramapo,.....	On hand car, running without liberty,.....	Killed,.....	
" 28....	Thomas Wall,†	do.....	On hand car, do do,.....	Badly injured,.....	Subsequently died.
May 15....	Andreas Markle,...	West of Port Jervis,	Run over by engine alone,.....	Leg broken, piece of foot amputated,.....	Was lying on track, one leg on rail. Was not seen in time to stop train.
" 31....	Patrick McLear,†	Laneboro',.....	Fell from engine & was run over,.....	Killed,.....	Injured on wood train.
July 3....	A. J. Post,†	Piermont,.....	Breaking of iron bridge under cattle train,.....	Leg crushed,.....	Foot required amputation.
" 31....	Drover Randall,||	Lackawaxen,.....	do do do do,.....	Killed,.....	
" 31....	Drover Clapp,||	do do do do,.....	Breaking of iron bridge, do do,.....	do do do do,.....	
Aug. 9....	Mr. Pico,†	do do do do,.....	do do do do,.....	do do do do,.....	
" 9....	Mr. Gurnee,†	Monsey,.....	Run over by gravel train,.....	do do do do,.....	
" 15....	D. Austin,†	Ramapo,.....	Scalded by steam,.....	Died on the 21st,.....	Fell on track while attempting to jump on train while in motion.
" 22....	Miles Carrigan,†	Lackawaxen,.....	Coupling freight car,.....	Compound fracture of finger,.....	Engine thrown from track by a bull. Recovered.
Sept. 24....	Thomas Johnson,†	Near Owego,.....	Train thrown off track by a cow,.....	Seriously hurt,.....	Died on the following day.
" 24....	Mrs. Kendrick,||	do do do do,.....	do do do do,.....	Killed,.....	Died instantly.
" 24....	Mr. Ingraham,||	do do do do,.....	do do do do,.....	Spine injured,.....	
" 25....	Mr. ———||	do do do do,.....	Walking on track,.....	Killed,.....	

†Employees.

||Passengers.

††Only this accident arose from the carelessness or negligence of an employee of the company, and he was discharged from their service.

CHARLES MINOT, Superintendent.

New-York, December 30th, 1850.

E. E.

CITY AND COUNTY OF NEW-YORK, ss:

Thomas J. Townsend, treasurer of the New-York and Erie Railroad Company, and Charles Minot, superintendent of operations, both of said city, being duly affirmed, say that all the matters stated in the foregoing report are true to the best of their knowledge and belief.

THOMAS J. TOWNSEND,
CHARLES MINOT.

Affirmed before me the }
23d of Dec. 1850. }

JOSEPH STRONG, *Commissioner of Deeds.*

(No. 13.)

NEW-YORK AND HARLEM RAILROAD.

Return of the New-York and Harlem Railroad Company, being for the year ending Sept. 30th, 1850. Filed 2d Jan. 1851.

Capital stock as by charter, old, \$3,500,000 ; pre-	
ferred, \$1,500,000,	\$5,000,000 00
Amount of stock subscribed, old, 2,388,750 ; pre-	
ferred, \$1,500,000,	3,888,750 00
Amount paid in as by last report,	
Total amount now paid in of capital stock, old,	
\$2,388,750 ; preferred, \$1,499,180.00,	3,887,930 00
Funded debt, as by last report,	
Total amount now, of funded debt,	\$65,593 48
Floating debt, as per last report,	
The amount now, of floating debt,	\$212,684 57
Total amount now, of funded and floating debt,	\$578,278 05
Average rate per annum of interest on funded debt,.	6½ per ct.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For graduation and masonry,...		
Bridges,		
Superstructure, including		
iron,		
Passenger and freight sta-		
tions, buildings and fix-		
tures,		\$4,220,362 74
Engine and car houses, ma-		
chine shops, machinery		
and fixtures,		
Land, land damages & fences,)		

	As per last report.	To present time.
Locomotives and fixtures, and snow plows, horses and fixtures,		132,410 80
Passenger and baggage cars, ..		
Freight and other cars,		113,434 51
Engineering and agencies, included in foregoing,		
Total,		<u><u>\$4,666,208 05</u></u>

CHARACTERISTICS OF ROAD.

Length of road,	
Length of road laid,	80
Length of double track, including sidings,	18½
Length of branches owned by the company, laid in Canal street,	861 feet
Length of double track laid on same, do,	638
Weight of rail per yard on main track, ..	58 pounds.
Number of engine houses and shops, ..	8
engines,	17
Rated as 8 wheel cars. { passenger cars, 1st class, 33 ; do 2d class and emigrant, 7 ; baggage, mail and express cars, 8 ; freight cars, 85,	133

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,	214,375
Miles run by freight trains,	82,711
Rate of fare per mile charged to passengers, in respective classes, about,	2 cents
Number of passengers (all classes) carried in cars, no correct record,	
Number of miles travelled by passengers, or number of passengers carried one mile, do,	
Number of tons, of 2,000 pounds, of freight carried in cars, estimated,	27,957

Total movement of freight, or number of tons carried one mile, no record,	
Average rate of speed adopted by ordinary passenger trains including stops, (miles per hour,).....	25
Rate of speed of same, when in motion,.....	30
Average rate of speed adopted by express trains including stops, none,	
Rate of speed of same when in motion, do,	
Average rate of speed adopted by freight trains, including stops,	12
Rate of speed of same, when in motion,.....	18
Average weight in tons of passenger trains, exclusive of passengers and baggage,.....	30
Average weight in tons of freight trains, exclusive of freight,	60
The amount of freight in tons :	
The product of the forest,.....	
do of animals,.....	
Vegetable food,.....	
Other agricultural products,.....	
Manufactures,	
Merchandise,.....	
Other articles,.....	

EXPENSES OF MAINTAINING ROAD.

	ALLOTTED TO		
	Amount.	Pass trans- portation.	Freight transportation
Repairs of road bed and railway, excepting cost of iron, (<i>see</i> <i>law</i> ,)	33,048 02	23,743 00	9,805 62
Depreciation of way, none.			
Cost of iron used in repairs, included above,			
Allotted to passenger trans- portation, length in feet, wt. in lbs.,.....			
Allotted to freight transpor- tation, length in feet, wt. in lbs.,.....			
[Senate, No. 12.]	6		

	Amount.	Pass. trans- portation.	Fre transp
Repairs of buildings, included above,			
Repairs of fences and gates, in- cluded above,			
Taxes on real estate,	5,230 96	4,093 67	1,
Totals,	<u>38,278 98</u>	<u>27,836 67</u>	<u>10,</u>

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	11,779 46	8,471 02	3,
Depreciation of do			
Repairs of passenger and bag- gage cars, and freight cars, ..	7,032 79	4,965 00	2,
Depreciation of do			
Repairs of freight cars, included above,			
Depreciation of do			
Repairs of tools and machinery in shops, included above, ...			
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops & stables, ..	14,582 06	10,653 30	3,
Totals,	<u>33,394 31</u>	<u>24,089 32</u>	<u>9,</u>

EXPENSES OF OPERAT- ING THE ROAD.

Office expenses, stationery, &c.,	7,410 10	5,342 33	2,0
Agents and clerks,	1,731 14	1,318 02	4
Labor, loading and unloading freight,			
Porter, watchmen and switch tenders,			
Wood and water station at- tendance,	90,136 36	64,716 23	25,4
Conductors, baggage and brakeman,			
Enginemen and firemen,			

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Fuel, cost and labor preparing, and food for horses, (29,468. 26,)	69,228 13	50,067 93	19,160 20
Oil and waste for engines and tenders,	4,783 08	3,542 68	1,240 40
Oil and waste for freight cars,			
Oil and waste for passenger and baggage cars,			
Loss and damage of goods & baggage,	1,215 09	901 89	313 20
Damages for injuries to per- sons,			
Damages to property, inclu- ding damages by fire and cattle killed on the road,)			
General superintendence, inclu- ded above,	541 84	357 17	184 67
Contingencies,			
Totals,	<u>175,045 74</u>	<u>126,246 25</u>	<u>48,799 49</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS :

From passengers,	324,368 18
From freight,	114,405 94
From other sources,	43,793 39

2d. RECEIPTS :

From passengers,	324,368 18
From freight,	112,067 45
From other sources,	41,193 38

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,	246,719 03
For interest,	31,154 71
For dividends,	210,475 77
To surplus fund,	
Total amount of surplus fund,	49,663 02

The cost of the road and equipment are necessarily stated aggregate, as the construction accounts were originally kept in a general manner, and no means exist by which the particulars are ascertained. No reports are made by which the number of passengers or the distance travelled on the lower part of the road can be ascertained in a reliable manner, in reply to Nos. 43 and 44. The freight business is conducted to a certain extent by parties under special arrangements for the use of cars, &c. The reports from the freight agents do not enable the company to make replies to Nos. 46 and 55, in the manner required by the return.

THE NEW-YORK AND HARLEM RAILROAD CO.,

By ROBERT SCHUYLER

President

New-York, Dec. 31st, 1850.

City and County of New-York, ss :

Robert Schuyler, president of the New-York and Harlem Railroad Company, being duly sworn, saith that the foregoing return is true and correct to the best of his knowledge, information and belief.

ROBERT SCHUYLER

Sworn before me the
1st day of January, 1851. }

CHARLES W. SANFORD,

Commissioner of deeds, New-York.

(No. 14.)

NEW-YORK AND NEW HAVEN RAILROAD.

Return of the New-York and New Haven Railroad, being for the year ending September 30th, 1850. Filed 2d January, 1851.

Capital stock as by charter,	\$3,000,000 00
Amount of stock subscribed,	2,500,000 00
Amount paid in as by last report,	
Total amount now paid in of capital stock,	2,499,250 00
Funded debt as by last report, railroad \$654,591.46,	
Total amount now of funded debt, preferred stock of	
New-York and Harlem Railroad Co., \$160,000.00,	
Floating debt as per last report, other property, \$66,-	
408.54,	881,000 00
The amt now of floating debt, for property on hand,	37,487 14
Total amount now of funded and floating debt,	918,487 14
Average rate per annum of interest on funded debt,	7 per cent.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For graduation and masonry,		
Bridges,		
Superstructure, including iron,		
Passenger and freight stations, buildings and fixtures,		\$2,731,488 24
Engine and car houses, machine- ry and fixtures,		
Land, land damages and fences,		

	As per last report.	To present time.
Locomotives and fixtures, and snow plows,		149,879 56
Passengers and baggage cars,..		102,962 34
Freight and other cars,.....		36,745 00
Engineering and agencies,.....		48,971 59
Equipment of the New Haven & Northampton (canal) R. R.,	\$83,794 73	
Property,	263,895 68	
		<u>347,690 41</u>
Total,.....		<u>\$3,417,737 14</u>

CHARACTERISTICS OF ROAD.

Length of road,	61	
Length of road laid,.....	all	
Length of double track, including sidings,.....	11½	
Length of branches owned by the company, laid,.....		
Length of double track laid on same,.....		
Weight of rail per yard on main track,.....	64	
Number of engine houses and shops,	5	
engines,.....	18	
Rated as 8 wheel cars. }	passenger cars, 1st class 40, do 2d class and	
	emigrant,	
	baggage, mail & express cars, 12, fr't cars, 75,	127

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,.....	202,797
Miles run by freight trains,	25,688
Rate of fare per mile charged to passengers, in respec- tive classes,	2 cts.
Number of passengers (all classes) carried in cars,.....	652,122
Number of miles travelled by passengers, or number of passengers carried one mile,.....	20,867,904
Number of tons (of 2,000 pounds) of fr't carried in cars,	15,473½
Total movement of freight, or number of tons carried one mile,	625,000
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	24
Rate of speed of same when in motion,	26

average rate of speed adopted by express trains, including stops,	30
rate of speed of same when in motion,	35
average rate of speed adopted by freight trains, including stops,	12
rate of speed of same when in motion,	20
average weight in tons of passenger trains, exclusive of passengers and baggage,	45
average weight in tons of freight trains, exclusive of freight,	100
The amount of freight in tons:	
The product of the forest,	1,769
do of animals,	829
Vegetable food,	212
Other agricultural products,	1,819
Manufactures,	3,890
Merchandise,	4,110
Other articles,	2,844

EXPENSES OF MAINTAINING ROAD.

	ALLOTTED TO		
	Amount.	Pass. transportation.	Freight transportation.
repairs of road-bed and railway, excepting cost of iron, (see law,)	\$17,567 00	\$16,103 00	\$1,464 00
depreciation of way,			
cost of iron used in repairs:			
Allotted to passenger transportation, length in feet, wt. in lbs.	1,487 16	1,363 23	123 93
Allotted to freight transportation, length in feet, wt. in lbs.,			
repairs of buildings,	159 84	146 52	13 32
repairs of fences and gates, ..			
taxes on real estate,	7,298 74	6,690 51	608 23
Totals,	<u>\$26,512 74</u>	<u>\$24,303 26</u>	<u>\$2,009 48</u>

EXPENSES OF REPAIRS OF MACHINERY.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Repairs of engines and tenders,	\$24,600 00	\$22,550 00	2,050 00
Depreciation of engines and tenders,			
Repairs of passenger and baggage cars,	12,375 00	11,344 00	1,031 00
Depreciation of passenger and baggage cars,			
Repairs of freight cars,	4,000 00	3,667 00	333 00
Depreciation of freight cars,			
Repairs of tools and machinery in shops,	1,750 00	1,604 00	146 00
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	5,000 00	4,583 00	417 00
Totals,	<u>\$47,725 00</u>	<u>\$43,748 00</u>	<u>\$3,977 00</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,	2,831 31	2,595 37	235 94
Agents and clerks,	15,028 42	13,776 05	1,252 37
Labor, loading and unloading freight,	5,550 50	5,087 96	462 54
Porter, watchmen and switch tenders,	3,532 65	3,238 26	294 39
Wood and water station attendance,			
Conductors, baggage and brakeman,	13,204 56	12,104 18	1,100 38
Enginemen and firemen,	10,234 39	9,381 51	852 87
Fuel, cost and labor preparing,	45,392 00	41,609 00	3,783 00

	ALLOTTED TO		
	Amount.	Pass. trans- portation.	Freight transportat'n.
Oil and waste for engines and tenders,.....	9,495 00	8,704 00	791 00
Oil and waste for freight cars, do do passenger and baggage cars,.....			
Loss and damage of goods and baggage,.....			
Damage for injuries to per- sons,	1,583 00	1,451 00	132 00
Damages to property, includ- ing damages by fire and cattle killed on road,....	145 00	133 00	12 00
General superintendence, included above,			
Contingencies,	55,962 26	51,298 74	4,663 52
Totals,	<u>\$163,648 64</u>	<u>\$150,011 17</u>	<u>\$13,637 47</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1ST. EARNINGS :

From passengers,.....	\$402,358 17
From freight,.....	26,818 91
From other sources,.....	32,612 23

2D. RECEIPTS:

From passengers,.....	402,358 17
From freight,.....	26,818 91
From other sources, dividends, &c.,.....	45,412 23

3D. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,.....	237,886 38
For interest,.....	51,555 00
For dividends,	174,930 00
To surplus fund,.....	10,217 93
Total amount of surplus fund,.....	13,297 71

The New-York and New-Haven Railroad commences at the Hartford and New-Haven Railroad, on the eastern border of the city of New-Haven, and passes thence directly through the centre of that

city, and beneath its streets, and through all the towns and villages on the northern shore of Long Island Sound, to the junction with the New-York and Harlem Railroad, at a point about 15 miles from the City Hall, New-York. From this point the trains are run upon the main tracks of the Harlem Railroad, (under an agreement between the companies, on file in the office of the Secretary of State of New-York,) to the corner of Centre and Canal-streets, in the city of New-York; and from thence upon the branch tracks of that company in Canal-street into the passenger and freight stations, near Broadway.

The railroad having been built under one general contract, the cost of the road and equipment cannot be stated in the precise manner indicated by the return.

The bonds of the company, forming the funded debt, have all been issued for pre-existing indebtedness to residents of the city of New-York, for advances on account of construction and for the purchase of property.

The property of the company, not included in the cost of the road and equipment, consists of Harlem preferred stock, (\$160,000,) and of the equipment used in operating the Canal Railroad, (\$83,794.73,) together with real estate in the cities of New-York and New-Haven. The present value of the property is estimated to exceed the cost.

Office of the New-York and New-Haven }
Railroad Company, New-York, Dec. 31st, 1850. }

The New-York and New-Haven Railroad Company, by
ROBERT SCHUYLER, *President.*

CITY AND COUNTY OF NEW-YORK, ss :

Robert Schuyler, President of the New-York and New-Haven Railroad Company, being duly sworn, saith, that the foregoing return is correct and true to the best of his knowledge, information and belief.

ROBERT SCHUYLER.

Sworn before me, this }
1st Jan., 1851. }

CHARLES W. SANFORD,
Commissioner of Deeds, New-York.

(No. 15.)

NORTHERN RAILROAD.

Report of the Northern Railroad. Filed Dec. 18th, 1850.

OFFICE OF NORTHERN RAILROAD, }
Malone, Dec. 10th, 1850. }

to the Hon. H. C. SEYMOUR,

State Engineer and Surveyor.

DEAR SIR:—A severe attack of fever, confining me to the bed and
use for more than two weeks past, must be my excuse for not
having forwarded to you the “annual return” of the Northern Rail-
road, on the 1st of this month.

The information forwarded in this return must necessarily be meagre
and unsatisfactory, so far as it relates to the “working of the road,”
from the fact that but 44 miles of the road was put in operation from
the 1st June, to the 1st of October, 1850. The receipts, however,
were larger than was anticipated, as this portion of the road passes
for more than half the distance through the Chateaugay woods.

From June 1st, to within a few days of the end of the fiscal year,
but one passenger and one freight train were run. The freight train
being principally engaged in transporting material for the construc-
tion of the road.

A regular account was kept of all freight carried for the compa-
ny, against which you will perceive a charge of 9,606 $\frac{1}{3}$ dollars,
which was the actual cost for its transportation. The cost of trans-
porting the company's property is included in the running expenses
of the “return.” The large sums expended for the “equipment” of

the road and for engine houses, machine shops and fixtures, must strike you as disproportionably large, when compared with the small business done in the transportation of passengers and freight. In order to explain this, I will state, that for nearly the whole time from April 1st to Sept. 30th, five locomotives with their trains, were engaged in ballasting, hauling materials for superstructure, docks and buildings, and in widening excavations and embankments which were made of only sufficient width to allow the passage of the superstructure. The enclosed statement will show you the number of miles run, and the expenses charged against the ballast or gravel trains.

Three locomotives, and the greater part of the freight cars were placed upon the road, but a few days previous to the closing of the fiscal year.

A large item in the repairs of engines is chargeable to *defective tires*. These have been a great source of delay, damage and expense to the Northern railroad. At least \$500 in the repairs charged against engines and tenders, is attributable to defective tires, and the rapid wearing of the flanges from locomotives, being sent from the manufacturers *out of line*.

The repair of passenger cars is chargeable to the only accident we have met with on the road. On the day of opening from Rouse's Point to Chateaugay, a cow jumped between the tender and cars from between two piles of wood, and upset the train which was fortunately proceeding very slowly. Although the cars were filled with passengers, no one was injured in the slightest degree.

There have been several temporary engine house erected along the line of the road for the locomotives engaged in ballasting, which are chargeable to construction. These I have not noted in the return.

To make an estimate for "depreciation" at this early period of working the road, would be to guess at that which should be arrived at with certainty. I have therefore omitted filling up this item in the return.

All the other items are filled.

will do me a favor by informing me if the returns of the
 rn Railroad have been made out according to your wishes and
 ny point you may desire an alteration made, it will afford me
 e to make it, as it is my earnest desire to aid you in perfecting
 m by which the public may be made acquainted with the ex-
 ation of the finances, traffic, and working of every railway in
 ate of New York.

Very respectfully and truly yours,
 CHARLES L. SCHLATTER,
Engineer and Superintendent.

NORTHERN RAILROAD.

*es of maintaining road, repairs of machinery, and of ope-
 g the road, chargeable to graduation and masonry, being the
 unt apportioned to gravel trains, Sept. 30th, 1850.*

s of roadbed and railway,.....	\$2,682 50
s of engines and tenders,.....	2,659 50
s of gravel cars,.....	685 64
s of tools and machinery in shops,.....	128 02
ntal expenses, oil, fuel, clerks &c.,.....	476 30
expenses, sationery,.....	26 78
s and clerks,.....	120 00
s, watchmen and switchtenders,.....	580 04
and water station attendance,.....	281 10
men and car oilers,.....	962 10
ers and firemen,.....	1,331 10
cost and labor preparing,.....	1,591 50
d waste for engines and tenders,.....	373 99
d waste for gravel cars,.....	521 48
ge to property, cattle killed,.....	25 00
gencies,	38 04
	<hr/>
	\$12,483 09

run by gravel trains, 26,825
 hauled 1 mile, 581,371

CHARLES L. SCHLATTER,
Supt. Northern Railroad.

C. SEYMOUR, Esq.,
Chief Engineer, State of New York.

Capital Stock as by charter,.....	\$2,000,000 00
Amount of stock subscribed,	2,000,000 00
Amount paid in, as by last report,.....	1,329,517 59
Total amount now paid in of capital stock,.....	1,334,612 91
Funded debt, as by last report,	388,100 00
Total amount now. of funded debt,.....	1,081,232 50
Floating debt, as per last report,	313,957 03
The amount now of floating debt,.....	546,650 04
Total amount now, of funded and floating debt,.....	1,627,882 54
Average rate per annum of interest on funded debt,..	7 per ct.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For graduation and masonry,...		\$1,303,470 99
Bridges,		70,073 92
Superstructure, including iron,		842,959 76
Passengers and freight stations, building and fixtures,		65,475 58
Engine and car houses, machine shops, machinery and fixtures,		19,826 00
Land, land damages and fences,		110,547 65
Locomotives and fixtures, and snow plows,		78,195 84
Passenger and baggage cars,		17,200 00
Freight and other cars,		115,484 94
Interest on debts and to stockholders, discount on bonds sold, &c,		129,643 36
Engineering and agencies,		111,445 00
Wharfing and docks,		57,635 66
Miscellaneous expenses, including taxes,		57,978 61
Total,	<u>1,863,291 34</u>	<u>2,979,937 31</u>

CHARACTERISTICS OF ROAD.

Length of road,.....	118 miles
Length of road laid,.....	118 do
Length of double track, including sidings, and gravel track,	5 do
Length of branches owned by the company, laid,	1 do
Length of double track laid on same,.....	$\frac{1}{2}$ do
Weight of rail per yard on main track,	58 to 61 lbs.
Number of engine houses and shops, houses 4, shops 2,.....	6 do
Number of engines, 4 2d class, 6 1st class,.....	10
Total as 8 { passenger cars, 1st class 6 ; do 2d steel cars. { class and emigrant 2 ; baggage, mail { and express cars, 2 ; freight cars 140 ; { gravel cars (4 wheels) 178 ; hand { cars 16 ; iron cars 9 ; (4 wheels.) }	

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,.....	10,332
Miles run by freight trains,	17,341
Miles run by gravel trains,	26,825
Rate of fare per mile charged to passengers, in respective classes, 1st class,	3
Rate of fare reduced to 3c. pr. mile.	
Number of passengers (all classes) carried in cars (paying).	5,922
Number of miles travelled by passengers, or number of passengers carried one mile,.....	200,730
Number of tons, of 2,000 pounds, of freight carried in cars, individuals,	12,074
Company,	10,600
Total movement of freight, or number of tons carried one mile, Individuals,.....	196,098
Company,	299,780
Average rate of speed adopted by ordinary passenger trains, including stops, (miles p. hour,).....	22
Rate of speed of same, when in motion,.....	23 $\frac{1}{2}$
Average rate of speed adopted by express trains, including stops,	22
Rate of speed of same, when in motion,.....	23 $\frac{1}{2}$

Average rate of speed adopted by freight trains, including stops,	9½
Rate of speed of same, when in motion,	13
Average weight in tons of passenger trains, exclusive of passengers and baggage,	12
Average weight in tons of freight trains, exclusive of freight,	48
The amount of freight in tons: for individuals:	
The product of the forest,	10,727
do do of animals,	189
Vegetable food,	133
Other agricultural products,	13
Manufactures,	109
Merchandize,	703
Other articles,	200

EXPENSES OF MAINTAINING ROAD.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportation.
Repairs of road bed and rail- way, excepting cost of iron, [see law.]	\$2,281 78	\$867 89	1,413 89
Depreciation of way			
Cost of iron used in repairs:			
Allotted to passenger transportation, length in feet, wt. in lbs.,			
Allotted to freight trans- portation, length in ft., wt. in lbs., . . .			
Repairs of buildings	37 19	15 50	21 69
Repairs of fences and gates,	28 62	10 40	18 22
Taxes on real estate, (in- cluded in cost of construc- tion)			
Totals	<u>\$2,347 59</u>	<u>\$893 79</u>	<u>\$1,453 80</u>

EXPENSES OF REPAIRS OF MACHINERY.

	Amount.	ALLOTTED TO	
		Pasa. trans- portation.	Freight transportation.
Repairs of engines and tenders.....	\$2,357 91	\$750 54	\$1,607 37
Depreciation of engines and tenders			
Repairs of passenger and baggage cars.....	199 88	199 88	
Depreciation of passenger & baggage cars.....			
Repairs of freight cars,...	129 24		129 24
Depreciation of do ...			
Repairs of tools & machinery in shops.....	108 82	34 92	73 90
Accidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	385 51	126 06	259 45
Totals.....	<u>\$3,181 36</u>	<u>\$1,111 40</u>	<u>\$2,069 96</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,.....	75 56	13 33	62 23
Agents and clerks,.....	1,034 61	93 25	941 36
Labor, loading and unloading freight,	500 14		500 14
Porter, watchmen and switch tenders.....	554 61	181 76	372 85
Food and water station attendance.....	176 08	46 15	129 93
Conductors, baggage and brakemen.....	2,070 85	375 16	1,695 69
Enginemen and firemen...	999 57	363 49	636 08
Fuel, cost and labor preparing.....	685 88	256 50	429 38
[Senate, No. 12.]	7		

		ALLOTTED TO	
		Pass. trans- portation.	Freight transportation.
Oil and waste for engines and tenders.....	305 51	103 13	202 38
Oil and waste for freight cars.....	204 00		204 00
Oil and waste for pass. & baggage cars.....	45 93	45 93	
Loss and damage of goods and baggage.....	13 82		13 82
Damages for injuries to per- sons.....			
Damages to property, inclu- ding damages by fire and cattle killed on the road,	20 00	20 00	
General superintendence, included in cost of con- struction.....			
Contingencies.....	102 15	53 27	48 88
Totals.....	<u>\$6,788 71</u>	<u>\$1,551 97</u>	<u>\$5,236 74</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS :

From passengers.....		\$6,623 19
From freight, { individuals \$11,187 69 }	} ..	20,794 27
{ company 9,606 58 }		
From other sources, { storage \$25,23 }	} ..	347 69
{ rents 322 46 }		

2d. RECEIPTS:

From passengers.....	6,623 19
From freight.....	9,905 82
From other sources.....	347 69

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses.....	12,317 66
• For interest, included in cost of construction..	
For dividends.....	none.
To surplus fund.....	"
Total amount of surplus fund.....	"

Commonwealth of Mass. } ss. I, William T. Eustis, Treasurer of
Suffolk, } the Northern Railroad of New-York,
do depose and swear, that the foregoing report is true to the best of
my knowledge and belief. WM. T. EUSTIS, *Treas'r.*

Commonwealth of Mass. } ss. I, Joseph H. Buckingham, residing at
Suffolk, } Boston, in the County of Suffolk, in the
State of Massachusetts, do certify that on the sixteenth day of De-
cember, in the year one thousand eight hundred and fifty, before me,
a Commissioner for the State of New-York, the above named *William
T. Eustis* subscribed the foregoing affidavit in my presence, at Boston
in the county of Suffolk aforesaid, in the state of Massachusetts, and
did depose and swear that the matter therein set forth was true. 'In
witness whereof I have hereunto set my hand and affixed my official
seal, this sixteenth day of December, in the year one thousand eight
hundred and fifty, at Boston in the county and state aforesaid.

J. H. BUCKINGHAM, [L. s.]

Commissioner for the State of New-York.

STATE OF NEW-YORK, }
Franklin County, } ss.

Charles L. Schlatter, Superintendent of the Northern Railroad, be-
ing duly sworn, deposes and says, that the foregoing report is true to
the best of his knowledge and belief.

CHARLES L. SCHLATTER, *Supt.*

Sworn before me this 11th }
day of Dec. 1850. }

F. P. ALLEN, Justice of the Peace.

(No. 16.)

OSWEGO AND SYRACUSE RAILROAD.

Return of the Oswego and Syracuse Railroad Company for the year ending September 30th, 1850. Filed Nov. 30, 1850.

Capital stock as by charter,	\$350,000 00
Amount of stock subscribed,.....	350,000 00
Amount paid in, as by last report,.....	350,000 00
Total amount now paid in of capital stock,.....	350,000 00
Unfunded debt, as by last report,.....	182,000 00
Total amount now, of funded debt,.....	200,000 00
Floating debt, as per last report,.....	22,906 07
The amount now, of floating debt,.....	10,463 47
Total amount now, of funded and floating debt,	210,463 47
Average rate per annum of interest on funded debt,.	7 per ct.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For graduation and masonry,	172,069 16	182,605 70
Bridges,	9,179 12	9,885 41
Superstructure, including iron,..	243,797 22	248,227 34
Passenger and freight stations, buildings and fixtures,.....	4,578 73	4,578 73
Engine and car houses, ma- chine shops, machinery and fixtures,	3,640 00	4,961 36
Land, land damages and fences,	50,052 23	52,879 29
Locomotives and fixtures, and snow plows,.....	18,000 00	20,869 27
Passenger and baggage cars,..	10,596 50	10,609 00
Freight and other cars,.....	18,971 88	19,690 00
Engineering and agencies,	17,468 11	17,468 11
Total,.....	<u>\$548,352 95</u>	<u>\$571,774 21</u>

CHARACTERISTICS OF ROAD.

Length of road,.....	35 miles
Length of road laid,.....	35
Length of double track, including sidings,	1½
Length of branches owned by the company, laid,	1½
Length of double track laid on same,.....	
Weight of rail per yard on main track,.....	57 lbs.
Number of engine houses and shops,	1
engines,	4
Rated as 8 wheel cars. { passenger cars, 1st class, 5 ; do 2d class and emigrant; baggage, mail and express cars, 2 ; freight cars, 28. }	35

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,.....	58,480
Miles run by freight trains,.....	16,000
Rate of fare per mile charged to passengers, in respective classes,	3c. 1½c.
Number of passengers (all classes) carried in cars,.....	77,162
Number of miles travelled by passengers, or number of passengers carried one mile,	1,937,085
Number of tons, of 2,000 pounds, of freight carried in cars,	7,949
Total movement of freight, or number of tons carried one mile,	267,089
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Rate of speed of same, when in motion,	23
Average rate of speed adopted by express trains, includ- ing stops,	22
Rate of speed of same, when in motion,.....	24
Average rate of speed adopted by freight trains, includ- ing stops,	12
Rate of speed of same, when in motion,.....	15
Average weight in tons of passenger trains, exclusive of passengers and baggage,.....	50

average weight in tons of freight trains, exclusive of freight,	82
the amount of freight in tons:	
The product of the forest,	624
of animals,	577
Vegetable food,	3,717
Other agricultural products,	117
Manufactures,	462
Merchandise,	1,445
Other articles,	1,007

EXPENSES OF MAINTAINING ROAD.

	ALLOTTED TO		
	Amount.	Pass. transportation.	Freight transportation.
pairs of road-bed and railway, excepting cost of iron, [see law,]	\$9,741 55	\$8,117 96	\$1,623 59
preciation of way,			
st of iron used in repairs:			
Allotted to passenger transportation, length in feet, wt. in lbs., ...			
Allotted to freight transportation, length in feet, wt. in lbs.,			
pairs of buildings,			
pairs of fences and gates,			
axes on real estate,	5,184 08	4,320 07	864 01
Totals,	<u>\$14,925 63</u>	<u>\$12,438 03</u>	<u>\$2,487 60</u>

EXPENSES OF REPAIRS OF MACHINERY.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Repairs of engines and tenders,	\$1,440 47	\$1,200 39	\$240 08
Depreciation of engines and tenders,			
Repairs of passenger cars ...	452 09	376 75	75 34
Depreciation of passenger cars,			
Repairs of freight and baggage cars,	990 05	825 04	165 01
Depreciation of freight and baggage cars,			
Repairs of tools and machinery in shops,	136 58	113 82	22 76
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops, ...			
Totals,	<u>\$3,019 19</u>	<u>\$2,516 00</u>	<u>\$503 19</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,	\$560 00	\$466 67	93 33
Agents and clerks,	1,047 00	872 50	174 50
Labor, loading and unloading freight,	1,991 81	1,659 85	331 96
Porters, watchmen and switch tenders,			
Wood and water station attendance,			
Conductors, baggage and brakemen,	1,540 00	1,283 34	256 66
Enginemen and firemen, ...	3,429 67	2,858 06	571 61

ALLOTTED TO
Pass. trans- **Freight**
portation. **transportat'n.**

Amount.			
Fuel, cost and labor prepar- ing,.....	4,741 07	3,950 89	790 18
Oil and waste for engines and tenders,	2,008 60	1,673 84	334 76
Oil and waste for freight cars,			
Oil and waste for passen- ger and baggage cars,.)			
Loss and damage of goods and baggage,			
Damages for injuries to per- sons,			
Damages to property, includ- ing damages by fire and cattle killed on road,....	283 50	236 25	47 25
General superintendence,..	966 62	805 52	161 10
Contingencies,	4,429 83	3,846 29	583 54
Totals,	\$20,998 10	\$17,653 21	\$3,314 89

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS:

From passengers,.....	\$57,118 33
From freight,	9,061 32
From other sources,.....	12,191 96

2d. RECEIPTS :

From passengers,.....	\$57,118 33
From freight,.....	9,061 32
From other sources,	11,903 20

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,.....	\$38,942 92
For interest, on bonds,	14,000 00
For dividends,	14,000 00

To surplus fund,
 Total amount of surplus fund,
 No person injured in life or limb during the year.

STATE OF NEW-YORK, }
 Onondaga county, } ss.

Holmes Hutchinson, president, and Addison G. Williams
 superintendent of the Oswego and Syracuse Railroad C
 being duly sworn, do, severally depose and say, that the
 report or statement is true to the best of their knowledge and

HOLMES HUTCHINSON, *President.*

ADDISON G. WILLIAMS, *Superintendent.*

Sworn before me the 21st }
 of Nov., 1850. }

A. H. HANEY, *Mayor of Syracuse.*

(No. 17.)

RENSSELAER AND SARATOGA RAILROAD.

Return of the Rensselaer and Saratoga Railroad, being for the year ending September 30th, 1850. Filed Dec. 26, 1850.

Capital stock as by charter,	\$300,000 00
Amount of stock subscribed,	300,000 00
Amount paid in, as by last report,	300,000 00
Actual amount now paid in of capital stock,	300,000 00
Indebted debt, as by last report,	185,500 00
Actual amount now, of funded debt,	185,500 00
Floating debt, as per last report,	
Amount now, of floating debt,	4,379 00
Actual amount now, of funded and floating debt,	189,879 00
Average rate per annum of interest on funded debt,	7 per ct.

COST OF ROAD AND EQUIPMENT.

As per last report. To present time.

graduation and masonry,	
Bridges,	
Superstructure, including iron, ..	
Passenger and freight stations,	
buildings and fixtures,	
Engine and car houses, machine	
shops, machinery and fixtures,	
Land, land damages and fences,	
Locomotives and fixtures, and	
snow plows,	
Passenger and baggage cars, ..	

Freight and other cars,		
Engineering and agencies,		
Total,.....	\$674,798 97	\$68

ate of speed of same, when in motion,	20
verage weight in tons of passenger trains, exclusive of passengers and baggage,	110
verage weight in tons of freight trains, exclusive of freight,	
he amount of freight in tons:	
The product of the forest,	990
do of animals,	1,249
Vegetable food,	667
Other agricultural products,	302
Manufactures,	1,734
Merchandise,	3,389
Other articles,	2,279

EXPENSES OF MAINTAINING ROAD.

Amount.	ALLOTTED TO	
	Pass. trans- portat'n.	Freight transportat'n
repairs of road-bed and rail- way, excepting cost of iron, (see law), including bridges, \$9,430 19		
preciation of way,		
ost of iron used in repairs :		
Allotted to passenger trans- portation, length in feet, wt. in lbs.,		
Allotted to freight trans- portation, length in feet, wt. in lbs.,		
repairs, of buildings,	781 50	
repairs of fences and gates, ..	62 13	
axes on real estate,	572 33	
Total,	<u>\$10,846 15</u>	

EXPENSES OF REPAIRS OF MACHINERY.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transporta'n.
Repairs of engines and tenders,.....	}		
Depreciation of do do,.....			
Repairs of passenger and baggage cars,.....			
Depreciation of do do,.....			
Repairs of freight cars,.....			
Depreciation of do,.....			
Repairs of tools and machinery in shops,			
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,.....			
Total,.....	\$13,065 43		

EXPENSES OF OPERATING THE ROAD.

Office expenses, station'y, &c.,	\$1,448 92
Agents and clerks,.....	3,045 71
Labor, loading and unloading freight,	3,234 43
Porter, watchmen and switch tenders,	1
Wood and water station attendance,.....	
Conductors, baggage & brakemen,	1,322 75
Enginemen and firemen,.....	2,053 33
Fuel, cost and labor repairing,	5,558 87

	Amount.	ALLOTTED TO Pass. trans- portation.	Freight transporta'n.
Oil and waste for engines and tenders,	1,116 88		
Oil and waste for freight cars,			
Oil and waste for passenger and baggage cars,			
Loss and damage of goods and baggage,	3,087 57		
Damages for injuries to per- sons,			
Damages to property, includ- ing damages by fire and cat- tle killed on road,			
Contingencies,	1,059 01		
General superintendence,	1,650 00		
Totals,	<u>\$23,777 04</u>		

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS :

From passengers,	} nearly same as below.
From freight,	
From other sources,	

2d. RECEIPTS :

From passengers,	\$84,463 58
From freight,	16,547 66
From other sources,	11,715 53

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,	47,688 62
For interest,	6,535 75
For dividends,	9,000 00
To surplus fund,	6,000 00
Total amount of surplus fund,	
S. & S. Railroad Company, for use of track,	14,230 59
Addition to property, construction,	6,252 30
Bridge,	488 96
New cars,	6,273 20
Horse power,	2,976 90

No persons injured.

Edmund Schriver, treasurer, and L. R. Sargent, superintendent of the Rensselaer and Saratoga Railroad Company, being severally duly sworn, each for himself doth depose and say, that the preceding statement is correct and true according to the best of their knowledge and belief.

ED. SCHRIVER,
L. R. SARGENT.

Sworn this 25th day of Decem- }
ber, 1850, before me. }

CHARLES R. RICHARDS,
Commissioner of Deeds, Troy.

(No. 18.)

ROCHESTER AND SYRACUSE RAILROAD.

First Return of the Rochester and Syracuse Railroad, for two months ending 30th September, 1850. Filed Dec. 19th, 1850.

Capital stock as by charter, and articles of association	\$4,200,000 00
Amount of stock subscribed,	3,364,979 75
Amount paid in, as by last report,	none.
Total amount now paid in of capital stock,	3,364,979 75
Funded debt, as by last report,	none.
Total amount now, of funded debt,	916,000 00
Floating debt, as per last report,	none.
Total amount now, of floating debt,	none.
Total amount now, of funded and floating debt,	916,000 00
Average rate per annum of interest on funded debt, ..	6 per cent.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For graduation and masonry,		\$1,208,317 53
Bridges,		121,652 15
Superstructure, including iron, ..		1,699,170 25
Passenger and freight stations, buildings and fixtures,		84,219 17
Engine and car houses, machine shops, machinery and fixtures, ..		158,734 17
Land, land damages and fences, ..		386,480 61
Locomotives and fixtures, and snow plows,		275,996 89

Passenger and baggage cars,...	46,453 82
Freight and other cars,.....	94,337 30
Engineering and agencies,.....	124,638 11
Total,.....	<u>\$4,200,000 00</u>

CHARACTERISTICS OF ROAD.

Length of road,	104 miles.
Length of road laid,	104
Length of double track, including sidings,.....	113½
Length of branches owned by the company, laid,....	9½
Length of double track laid on same,.....	none.
Weight of rail per yard on main track,.....	65½ lbs.
Number of engine houses, 3, and shops, 4,	7
engines,.....	25
Rated as 8 wheel cars. { passenger cars, 1st class, 34; do 2d class and emigrant, baggage, mail and express cars, 0; freight cars, 136; }	170

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,.....	55,952
Miles run by freight trains,.....	15,400
Rate of fare per mile charged to passengers, in respective classes,	3¼c, 2c, 1½c.
Number of passengers (all classes) carried in cars,...	93,561½
Number of miles travelled by passengers, or number of passengers carried one mile,	5,964,535
Number of tons, of 2,000 pounds, of freight carried in cars,	9,604
Total movement of freight, or number of tons carried one mile,	838,530
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour),.....	15½
Rate of speed of same, when in motion,	21
Average rate of speed adopted by express trains, including stops,.....	27

speed of same, when in motion,.....	33½
rate of speed adopted by freight trains, includ- ops,.....	12
speed of same, when in motion,.....	15
weight in tons of passenger trains, exclusive passengers and baggage,.....	72¼
weight in tons of freight trains, exclusive of nt,.....	103¼

ount of freight in tons:

product of the forest,.....	
do of animals,.....	
vegetable food,.....	
her agricultural products,	
manufactures,	
merchandise,	
her articles,	

EXPENSES OF MAINTAINING ROAD.

	Amount.	ALLOTTED TO Pass. trans- portation.	Freight transportat'n.
of road-bed and rail- excepting cost of iron, w,].....	\$12,393 60	\$9,718 67	\$2,674 93
at'n of way, \$15,173.52.			
iron used in repairs:	1,006 39	789 17	217 22
l to passenger trans- tion, length of feet, } ; wt. in lbs., 44,194 } l to freight transpor- tation, length in feet, 570; } n lbs., 12,164. }			
of buildings,.....	1,700 23	1,333 25	366 98
of fences and gates,..	606 40	475 52	130 88
n real estate,.....	541 06	424 28	116 78
Totals,.....	<u>\$16,247 68</u>	<u>\$12,740 89</u>	<u>\$3,506 79</u>

EXPENSES OF REPAIRS OF MACHINERY.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Repairs of engines and tenders,	\$6,840 73	\$5,363 17	\$1,477 56
Depreciation of engines and tenders, .....\$5,000			
Repairs of passenger and baggage cars,	9,749 15	9,749 15	
Depreciation of passenger and baggage cars, .....\$1,700			
Repairs of freight cars,	2,967 33		2,967 33
Depreciation of cars, ...\$816			
Repairs of tools and machinery in shops,	316 75	230 39	86 36
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	628 38	492 76	135 62
Totals,	\$20,500 34	\$15,833 47	\$4,666 87

EXPENSES OF OPERATING THE ROAD.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Office expenses, stationery, &c.	\$1,197 38	\$938 85	\$258 53
Agents and clerks,	4,131 20	3,648 89	482 31
Labor, loading and unloading freight,	820 00		820 00
Porter, watchmen and switch tenders,	1,489 96	1,168 38	321 58
Wood and water station attendance,	494 00	387 35	106 65
Conductors, baggage and brakemen,	2,472 43	1,912 43	560 00
Enginemen and firemen,	3,818 70	2,983 24	835 46
Fuel, coal and labor preparing,	6,656 65	5,219 90	1,436 75
Oil and waste for engines and tenders,	1,028 26	806 33	221 93

	Amount.	ALLOTED TO	
		Pass. trans- portation.	Freight transportation.
Oil and waste for freight cars,	261 97		261 97
do do for passenger and baggage cars,.....	322 38	322 38	
Loss and damage of goods and baggage,.....	135 73	135 73	
Damages for injuries to persons, Damages to property, including damages by fire and cattle killed on road,.....	584 84	458 62	126 22
General superintendence,.....	333 32	261 41	71 91
Contingencies,.....	381 74	299 35	92 39
Totals,.....	<u>\$24,128 56</u>	<u>\$18,542 86</u>	<u>\$5,585 70</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS :

From passengers,.....	\$176,991 47
From freight,.....	24,444 74
From other sources,.....	none.

2d. RECEIPTS :

From passengers,.....	\$176,991 47
From freight,.....	none.
From other sources,.....	none.

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,.....	\$60,876 58
For interest,.....	none.
For dividends,.....	none.
To surplus fund,.....	none.
Total amount of surplus fund,.....	none.

The number of persons injured in life or limb, &c.:

On the 16th of August, 1850, a man, name unknown, was discovered lying beside the track about a mile west of Brockway's Road, dead and cold ; it was supposed he was asleep upon the track and

killed by the night train. No blame was attached to any one in the employ of the company.

On the 30th of September, George Ham, a brakeman on the freight train, was struck in passing under a bridge, while on the top of the cars, three miles east of Cayuga Station, and so much injured that he died the next day.

Note.—The company do not own the cars used for baggage of passengers, for transportation of mails and emigrants. The Albany and Schenectady Railroad Company supply a sufficient number.

STATE OF NEW-YORK, }
Ontario county, } ss.

Thomas Hall, acting superintendent, and Charles Seymour, treasurer of the Rochester and Syracuse Railroad Company, being duly sworn, say that the foregoing report contains a true statement of the various matters required by law according to the best of their respective knowledge and belief.

THOMAS HALL, *Superintendent.*
CHARLES SEYMOUR, *Treasurer.*

Subscribed and sworn before me }
the 6th day of Dec. 1850. }

HIRAM METCALF, *Justice of the Peace of said County.*

(No. 19.)

SARATOGA AND SCHENECTADY RAILROAD.

*Return of the Saratoga and Schenectady Railroad for the year ending
Sept. 30th, 1850. Filed 26th December, 1850.*

Capital stock as by charter,	\$300,000 00
Amount of stock subscribed,	300,000 00
Amount paid in as by last report,	300,000 00
Total amount now paid in of capital stock,	300,000 00
Funded debt, as by last report,	42,000 00
Total amount now of funded debt,	42,000 00
Floating debt, as per last report,	23,365 00
The amount now, of floating debt, as far as known,	22,550 00
Total amount now of funded and floating debt,	64,550 00
Average rate per annum of interest on funded debt,	7 pr. cent.

COST OF ROAD AND EQUIPMENT.

As per last report. To present time.

For graduation and masonry,		
Bridges,		
Superstructure, including iron, ...		
Passenger and freight stations, buildings and fixtures,		
Engine and car houses, machine shops, machinery and fixtures, ..		
Land, land damages and fences, ..		
Locomotives and fixtures, and snow plows,		
Passenger and baggage cars,		
Freight and other cars,		
Engineering and agencies,		
Total,	<u>\$386,304 25</u>	<u>\$396,379 53</u>

CHARACTERISTICS OF ROAD.

Length of road,	2
Length of road laid,	2
Length of double track, including sidings,	n
Length of branches owned by the company, laid,	4
Length of double track laid on same,	
Weight of rail per yard on main track,	5
Number of engine houses and shops,	2
Engines,	2
Rated as 8 } passenger cars, 1st class, 2; do 2d class and emi	
wheel cars. } baggage mail and express cars, 1; freight cars, 0.	

DOINGS OF THE YEAR IN TRANSPORTATION

Miles run by passenger trains,	
Miles run by freight trains,	
Rate of fare per mile charged to passengers in respective classes,	
Number of passengers (all classes) carried in cars,	
Number of miles travelled by passengers, or number of passengers carried one mile,	
Number of tons, of 2000 pounds, of freight carried in cars,	
Total movement of freight, or number of tons carried one mile,	
Average rate of speed adopted by ordinary passenger trains, including stops,	(miles pr. hour)
Rate of speed of same, when in motion,	
Average rate of speed adopted by express trains, including stops,	
Rate of speed of same when in motion,	
Average rate of speed adopted by freight trains, including stops,	
Rate of speed of same, when in motion,	
Average weight in tons of passenger trains, exclusive of passengers and baggage,	
Average weight in tons of freight trains, exclusive of freight,	

he amount of freight in tons :

The product of the forest,	713
do do animals,	206
Vegetable food,	719
Other agricultural products,	52
Manufactures,	444
Merchandize,	906
Other articles,	1,393

EXPENSES OF MAINTAINING ROAD.

	ALLOTTED TO	
	Amount.	Pass. trans- portation. Freight transportat'n.
Repairs of road-bed and rail- way, excepting cost of iron, [see law,]		
Depreciation of way,		
Cost of iron used in repairs, ..		
Allotted to passenger trans- portation, length in feet,	\$3,394 96	
; wt. in lbs.,		
. Allotted to freight transportation, length in feet,		
wt. in lbs.,		
Repairs of buildings,		
Repairs of fences and gates, ..	324 35	
Taxes on real estate,	490 68	
Total,	<u>\$4,209 99</u>	

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and ten- ders,	985 84
Depreciation of engines and tenders,	
Repairs of passenger and bag- gage cars,	
Depreciation of passenger and baggage cars,	
Repairs of freight cars,	

	Amount.	Pass. trans- portation.	Freight transportation.
Depreciation of freight cars,.			
Repairs of tools and machinery in shops,			
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,			
Totals,	\$985 84		

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,	\$123 00	
Agents and clerks,	5,682 04	
Labor, loading and unloading freight,		
Porter, watchmen and switch tenders,		
Wood and water station attendance,		
Conductors, baggage and brakemen,	3,222 58	
Enginemen and firemen,		
Fuel, oost and labor preparing,		
Oil and waste for engines and tenders,	249 62	
do for freight cars,		
do for passenger and baggage cars,		
Loss and damage of goods and baggage,		
Damages for injuries to persons,	134 11	
Damages to property, including damages by fire and cattle killed on the road, ..		
General superintendence, ...	785 00	
Contingencies,	402 06	
Totals,	\$10,598 41	

EARNINGS AND CASH RECEIPTS AND PAYMENTS.**1st. EARNINGS :**

From passengers,.....	} see below.
From freight,.....	
From other sources,.....	

2d. RECEIPTS :

From passengers,.....	\$13,728 33
From freight,.....	3,902 27
From other sources,.....	11,305 11

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,	15,794 24
For interest, charged directly to construction ac't,	
For dividends,.....	none.
To surplus fund,.....	none.
Total amount of surplus fund,.....	none.

No accidents.

Edmund Schriver, treasurer, and L. R. Sargent, superintendent of the Saratoga and Schenectady Railroad company, being severally duly sworn, each for himself doth depose and say that the preceding statement is correct and true according to the best of their knowledge and belief.

ED. SCHRIVER,
L. R. SARGENT.

Sworn this 25th day of Decem- }
ber, 1850, before me. }

CHARLES R. RICHARDS,

Commissioner of deeds, Troy.



(No. 20.)

SARATOGA AND WASHINGTON RAILROAD.

No report.



(No. 21.)

SCHENECTADY AND TROY RAILROAD.

Return of the Schenectady and Troy Railroad, being for the year ending September 30th, 1850. Filed Nov. 30th, 1850.

Capital stock as by charter.....	\$650,000 00
Amount of stock subscribed.....	650,000 00
Amount paid in as by last report ..	650,000 00
Actual amount now paid in of capital stock.....	650,000 00
Unfunded debt, as by last report.....	20,500 00
Actual amount now of funded debt.....	59,700 00
Unfunded debt, as by last report.....	16,295 69
Actual amount now of floating debt.....	1,698 89
Actual amount now of funded and floating debt.....	61,398 89
Average rate of interest on funded debt.....	7 p. ct.

COST OF ROAD AND EQUIPMENT.

	As by last report.	To present time.
Grading and masonry.....	\$297,330 04	\$297,330 04
Bridges	22,440 69	22,440 69
Superstructure including iron...	135,049 47	135,373 44
Passenger and freight stations, buildings and fixtures	9,416 26	9,673 36
Engine & car houses, machine shops, machinery & fixtures		
Land, land damages and fences..	97,799 08	97,799 08
Locomotives & fixtures, and snow plows.....	30,925 16	30,925 16
Passenger and baggage cars....	15,200 00	19,200 00

Freight and other cars.....	20,724 27	23,279 27
Engineering and agencies.....	44,025 28	44,025 28
Total	<u>\$672,910 25</u>	<u>\$680,046 32</u>

CHARACTERISTICS OF ROAD.

Length of road.....	20 $\frac{1}{2}$ miles.
Length of road laid.....	20 $\frac{1}{2}$
Length of double track, including sidings.....	none.
Length of branches owned by the company, laid.....	8,165 ft.
Length of double track laid on same.....	none.
Weight of rail per yard on main track.....	56 lbs.
Number of engine houses and shops.....	3
engines	4
Rated as 8 { Pass. cars 1st. class, 5. 2d class & emigr't 2, } wheel cars { baggage, mail & expr'ss cars 2, freight cars 28 }	37

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains.....	53,845
Miles run by freight trains.....	7,462
Rate of fare per mile charged passengers, in res. classes.	2 $\frac{1}{2}$ c. 1 $\frac{1}{2}$ c.
Number of passengers (all classes) carried in cars.	56,812
Number of miles travelled by passengers, or number of passengers carried one mile	1,117,595
Number of tons, of 2,000 pounds, of freight carried in cars,	17,031
Total movement of freight, or number of tons carried one mile	349,130
Average rate of speed adopted by ordinary passenger trains including stops (miles per hour).....	20
Rate of speed of same, when in motion.....	25
Average rate of speed adopted by express trains, in- cluding stops,	25
Rate of speed of same, when in motion,	30
Average rate of speed adopted by freight trains, in- cluding stops,	15
Rate of speed of same, when in motion,	20

average weight in tons of passenger trains, exclusive
of passengers and baggage,.....
average weight in tons of freight trains, exclusive of
freight,.....
The amount of freight in tons:

The product of the forest,.....	261.
do do of animals,.....	6,311
Vegetable food,.....	4,891
Other agricultural products,.....	378
Manufactures,.....	1,757
Merchandise,.....	1,956
Other articles,.....	1,477

EXPENSES OF MAINTAINING ROAD.

Amount.	ALLOTTED TO	
	Pass. trans- portation.	Freight transportation.
Repairs of road-bed and rail- way, excepting cost of iron, [see law],.....	\$14,822	06
Depreciation of way,.....		
Cost of iron used in repairs :		
1,332 ft., 20,516 lbs.,....	476	82
Allotted to passenger trans- portation, length in feet, wt. in lbs., ..		
Allotted to freight transpor- tation, length in feet, wt. in lbs., ...		
Repairs of buildings,.....	339	51
Repairs of fences and gates,.	232	56
Taxes on real estate,.....	1,198	38
Totals,.....	\$17,069	33

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tend- ers,	9,635	07
[Senate No. 12.]	9	

ALLOTTED TO
 Pass. trans- Freight
 portation. transportat'n.

	Amount.
Depreciation of engines and tenders,.....	.
Repairs of passenger and baggage cars,.....	1,140 26
Depreciation of baggage cars, Repairs of freight cars,.....	2,319 68
Depreciation of do,..... Repairs of tools and machinery in shops,.....	81 75
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	102 00
Totals,	<u>\$13,278 76</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,.....	\$466 88
Agents and clerks,.....	2,752 44
Labor, loading and unloading freight,	1,888 05
Porter, watchmen and switch tenders,.....	1,138 50
Wood and water station attendance,.....	
Conductors, baggage & brakemen,.....	1,455 00
Enginemen and firemen,....	3,098 63
Fuel, cost and labor preparing, Oil and waste for engines and tenders,	7,482 69
Oil and waste for freight cars,	1,986 35
Oil and waste for passenger and baggage cars,.....	
Loss and damage of goods and baggage,.....	373 45

damages for injuries to persons,.....	
damages to property, including damages by fire, and cattle killed on road,.....	262 56
general superintendence,....	1,691 66
contingencies,.....	7,323 41
	<hr/>
Totals,	<u>\$29,919 62</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

A. EARNINGS :

From passengers,.....	26,539 80
From freight,.....	14,926 89
From other sources,.....	879 00

B. RECEIPTS :

From passengers,.....	26,539 80
From freight,.....	14,926 89
From other sources,.....	879 00

C. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,.....	60,267 71
For interest,.....	2,381 11
For dividends,.....	none.
To surplus fund,.....	none.
Total amount of surplus fund,.....	none.

The number of persons injured in life or limb.

On the 11th March, 1850, a freight train of ten cars with a passenger car attached was proceeding from Troy to Schenectady at the usual speed, when about 4 miles from Schenectady, the locomotive boiler exploded making a complete wreck of the engine. Wm. Wied, the engineer was instantly killed, and the fireman severely injured, but has since recovered. No other person injured. No satisfactory cause for the explosion has appeared to this company.

On the evening of September 15th, a man by the name of William Sheridan was killed near Cohoes. It appeared that he had been intoxicated during the day, and in walking upon the roadway had fallen across the track, where he remained until the train passed

over him, crushing his limbs in such a manner that he died twenty minutes. No blame attached to the engineer as could not be discovered until the train was almost upon him.

City of Troy ss :

Wm. E. Hall, Superintendent and Thomas Wallace, T said company, doth depose and say, and each for himself the forgoing statement is true to the best of his knowledge.

WM. E. H.
THOS. WALLACE

Sworn before me, this
27th day of Nov. 1850. }
E. BELL, Com. of Deeds, Troy.

(No. 22.)

THE SYRACUSE AND UTICA RAILROAD.

*of the Syracuse and Utica Railroad Company, for the year
ending Sept. 30th, 1850. Filed Dec. 5th, 1850.*

OFFICE OF THE SYRACUSE AND UTICA RAILROAD CO. }
Syracuse, November 30th 1850. }

State Engineer and Surveyor of the State of New-York :

representing the first report of this company under the 31st section of the general railway act of the last session of the Legislature, I have the honor to remark, that before the passage of that act the accounts of this company were not so kept as to present some of the items required by that law with entire accuracy. The return which accompanies this report is made as specific and as detailed, as possible. The accounts will hereafter be so kept as to present the various items required with accuracy, and it is very obvious, that by a general care and compliance with this law, much valuable information may be derived from these reports.

The cost of the construction and the operation of railroads has as yet been very imperfectly ascertained, and while we have learned something of their ultimate capacity, we know quite as little of their true cost of maintenance and repair. What is the actual depreciation, and therefore what will be the future cost to keep them up to a standard are as yet not well known. It is already quite certain that everything about them goes rapidly to decay, arising from the action of the atmosphere and the severe wear to which most of the works are subjected.

We have already found that the iron rail gives way quite fast. The whole wear both of machinery and structure is very much in proportion to the speed. The public constantly demand more rapid

rates of travel. The liability to accident is very greatly increased by increasing the speed. This perhaps is not properly appreciated by either the public or railway managers. The rapid progress that is making in every department of business, will stimulate the construction of competing lines, and these in order to meet the public favor, will endeavor to approximate to the highest practicable rate of speed, and then it will be expected that all passage roads will keep up to about the same rates.

A very liberal allowance beyond the ordinary current expenses must therefore be made to provide for depreciation.

STATE TOLLS.

It is now found that the tolls required by the State on all property transported by the company, are a serious embarrassment to its business. They are considered as an unjust and an improper discrimination, because other and competing lines are free from them. The Erie railroad and the Northern railroad are both unrestricted in this respect. As these roads are now opened for transportation it is respectfully submitted that the same general policy should be applied to them that controls this line. The whole should be compelled to pay tolls or all should be exempt. These tolls now limit the business of the company, and of course deprive the public of the lower rate of charge on the transportation of persons and property, which would otherwise be fixed. They lessen the production of the country in the vicinity of the railroad, because if there were no tolls, the transportation would be so reduced as that the growth and manufacture of many articles would be thereby stimulated. Transportation on the railroad would be reduced to the lowest compensating scale, if it were not for these tolls. They now form about one-fourth of the average prices charged. It is first to the benefit of the producer and consumer to take off these tolls, and next to the company, if the quantity of property carried shall be thereby increased, as it doubtless will be. The State Treasury does not require these tolls. The great business of the canal cannot be affected by the limited amount which the railroads will carry. The canal will take care of itself. As soon as the tolls were taken off from fresh meats, cattle &c., the price of transportation was immediately reduced more than the amount of the tolls. So it would be in all instances if the tolls were taken off. The amount of property to be carried would be considerably in-

creased, and the general business of the country thereby aided. It is not expected that the classes of property to which canal transportation is the best adapted, would be in any degree withdrawn from the canals.

FREE PASSENGERS.

The custom of passing particular persons free on railroads, is one, that in the judgment of the undersigned, should be discontinued. The whole system was by this company changed on the first of July last, since which time the only persons allowed to pass free are the officers and men in the service of the company. No difficulty has been found in enforcing this rule, and it has met the decided approbation of the great travelling public. It must in the end be found wrong to allow some persons to pass free, and to compel others alongside of them to pay. Those who do thus pay are compelled practically to pay their shares, towards the fare of the free passenger. Before the rule adopted by this company was put in force, the number of free passengers had become so large as to be very burdensome. This is the necessary tendency of the system. One person claims a free passage because he belongs to a favored class (and these classes were constantly increasing,) another because he had afforded some service, or could do some service or some harm to the company. It came to be a practice that free tickets were solicited or demanded, somewhat according to the temper of the applicant. Many claim to go free because they can influence passengers, who should really be left as they desire to be, to go by such route as they please. The system runs into favoritism. It is corrupting, it is not business like, and ought not to be tolerated.

ACCIDENTS.

The rules of the company forbid any person standing on the platform, or getting on or off the cars while the trains are in motion. Notwithstanding this, passengers will violate these rules, so necessary for their safety. If they would keep their seats, personal injury would rarely occur to them. The common laborers in the employment of the company, who are engaged on the gravel trains, often become very careless of their personal safety. Though they are cautioned not to jump off or on these trains when in motion, and not to ride in hazardous and exposed positions, they will thoughtlessly persist in doing so, and are

restless under the restraint which a prudent care for their safety requires. Another kind of accident happens to those who walk on the track. This is a very great evil, often resulting in the most serious accidents, and always in impeding the trains. We have put signs all along the road, cautioning persons not to walk on the track. Those who from infirmity are the most unfit to walk along the tracks, most frequently do so. Those who are deaf, or whose faculties are impaired by liquor or otherwise, are the subjects, of this kind of accident. We have reason to believe that sometimes persons voluntarily throw, or expose themselves upon the track, thus seeking death through a kind of suicide. The regulations adopted for the transaction of our business are made with much reflection, and an earnest desire to secure the safety of all persons, whether passengers or those employed in the business of the company, notwithstanding which accidents do occur. The men who have charge of the passage trains will be watchful of their own safety, for they know that they are in the most exposed positions. An accident rarely occurs when some of them do not suffer. Although from the great number of railroads in our country, and the fact that all accidents are extensively published, it may be supposed that the number is large, yet it is believed that the whole number of cases of injury to passengers by railroad, bears a very small proportion to those which occur in other means of conveyance. The destruction of life on steamboats and sailing vessels is believed to be very large as compared with that upon railroads. In every department of business where labor is required, accidents do occur, and it is found to be practically impossible to guard against them, because great numbers of men must be employed, each one of whom cannot always be as cautious as the minds which govern would be in his place. These remarks are made not with a view to excuse any want of care, but to suggest the simple fact that railroads cannot be always exempt from the failure necessarily resulting from human infirmity.

The following statement exhibits the number of persons injured in life or limb, and the cause of the injury, and whether passengers or persons employed by the company during the year ending September 30th, 1850.

One passenger has been killed by falling from the emigrant train when in motion. He was much intoxicated and noisy previous to the time he fell.

Four men employed by the company have been killed by falling from the trains on which they were employed.

One man, a fireman, was killed by jumping from the engine when it ran off the track. Had he kept his place he would have been safe. The engine ran off in consequence of a switch being wrong. There was some question as to who had changed it. The switch tender was, however, dismissed.

One man employed upon a gravel train was killed by the train upon which he was riding, being thrown from the track. The train was backing up when the rear car run off and the rest of the train was piled on it, killing one man who was on the car which first ran off.

Two persons have been found dead by the side of the road, whose death was unaccounted for, as no particular marks of violence were found upon them. It was supposed in each instance they had jumped from the train.

One boy was killed at Syracuse by falling from a working train upon which he was playing.

Four persons have been run over while on the track. One of these was a small child playing near some tall grass and not discovered till just as the train was on it. Two of the cases were of men drunk, one of whom was walking on a curve, and the other laying down, supposed to be asleep. The remaining case was a man supposed to be deaf. To all these the proper signals were made as the trains approached, and every exertion made to avoid injuring them.

None of these accidents have arisen from the carelessness or negligence of any person employed by the company, but in each instance from the careless, negligent, or thoughtless act of the person injured.

One cause of accident it is believed, is in the power of the Legislature to remove. It is well known that cattle are often run over upon the tracks and the trains are thereby thrown off. They will stray upon the road. They stand in the crossings of public roads. They either will not get out of the way or they very often go deliberately in front of the engine. Where every precaution is taken by the company they will get upon the tracks. This results from their

being allowed to run at large. It is not possible to fence against them. It is not unfrequent that they are found upon the tracks at night, where the owners of adjacent lands have been fully paid for making and maintaining fences, they neglect to build them. Whenever cattle are killed the owner presents his claim for them, and it is quite generally found to be better to submit and pay for them, rather than to contest the question before a local tribunal. This really only increases the difficulty and makes the owner unmindful of taking proper care of his cattle. The ground is assumed by the owners of cattle that their animals have as good right to occupy a public highway at a railroad crossing, at the same moment when a train of passengers are passing them, that they have. If this is to be maintained it will be seen at once that a very serious obstacle is interposed to safe and rapid travelling. In Massachusetts the owner of animals may not allow them to run at large without incurring a penalty. Hence there is far less of this kind of accident there. If the like provision was adopted here, travellers would be more safe.

It is a subject of frequent complaint among passengers that they are so often required to show their tickets. They seem to forget the necessity of the most strict precaution, in order to ensure the payment of the customary fares. It is in some of the states as well as in Europe provided by statute, that those persons who attempt to defraud railroad companies by procuring a passage without the payment of the regular fare, are liable to a penalty. These provisions are enforced and are found to be very salutary. The attempts to avoid the payment of fare are of almost daily occurrence, and their success is only prevented by a system of scrutiny and sometimes of apparent vigor. The comfort of the great mass of passengers in this respect would be greatly advanced, if either there were no attempts to defraud, or if these attempts were measurably deterred by some proper legislation. Those only who are entirely familiar with this business, can be aware of the extent of the sentiment that it is not quite as wrong, to get the advantage of a railroad company, as of an individual. To place this branch of business on a proper basis, and to advance the comfort of passengers, those who do attempt to cheat, should be made liable to some penalty.

The following is the return, made in the form prescribed.

Capital stock as by charter, and subsequent laws,	\$2,400,000 00
Amount of stock subscribed,	2,400,000 00
Amount paid in, as by last report,	1,802,000 00
Total amount now paid in of capital stock,	2,400,000 00
Funded debt, as by last report,	80,000 00
Total amount now, of funded debt,	48,000 00
Floating debt, as per last report,	nothing.
Amount now, of floating debt,	nothing.
Total amount now, of funded and floating debt, ..	48,000 00
Average rate per annum of interest on funded debt,	7 per cent.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For graduation,	369,829 50	385,938 20
Bridges and masonry,	109,180 85	111,076 43
Superstructure, including iron, ..	1,253,934 69	1,302,018 03
Passenger and freight stations, buildings and fixtures,	104,536 65	128,235 89
Machinery and fixtures,	5,106 91	5,106 91
Land, land damages and fences, ..	174,556 05	174,859 67
Locomotives and fixtures, and snow plows,	113,189 71	132,749 11
Passenger and baggage cars, ..	42,123 34	52,073 96
Freight and other cars,	83,447 23	90,887 17
Engineering and agencies, incidental, &c.,	107,138 62	107,138 62
Total,	<u>\$2,363,043 55</u>	<u>2,490,083 99</u>

CHARACTERISTICS OF ROAD.

Length of road,	53 miles.
Length of road laid,	53 do
Length of double track, including sidings,	55 do
Length of branches owned by the company, laid,	none.
Length of double track laid on same,	do
Weight of rail per yard on main track, north track, ..	61 lbs.
do do south track, ..	70 lbs.
Number of engine houses and shops, engine houses, ..	
2 ; shops 3.	

Number of engines,.....	18
Rated as 8 wheel cars.	{ passenger cars 1st class, 24; do 2d class and emigrant, 0; baggage, mail and ex- press cars, 0; freight cars, 101;..... }

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,	149,951
Miles run by freight trains, 50,170 ; other trains, 66,309,.....	116,479
Rate of fare per mile charged to passengers, in re- spective classes; 1st class, 2 ^s .c.; 2d, 1 ^s .c.; emi- grant, 1 ^s .c.	
Number of passengers (all classes) carried in cars,...	340,945
Number of miles travelled by passengers, or number of passengers carried one mile	14,093,485
Number of tons, of 2,000 pounds, } of freight carried in cars..... }	The greater part of our freight is received from the connecting roads, and billed from the point of shipment to its destination, so that we have no means of an-
Total movement of freight, or num- } ber of tons carried one mile,.. }	swering these two queries.
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	22½ miles.
Rate of speed of same, when in motion,.....	31 do
Average rate of speed adopted by express trains, in- cluding stops,	27 do
Rate of speed of same, when in motion.....	31 do
Average rate of speed adopted by freight trains, inclu- ding stops,	13½ do
Rate of speed of same, when in motion,.....	18½ do
Average weight in tons of passenger trains, exclusive of passengers and baggage,.....	62 tons.
Average weight in tons of freight trains, exclusive of freight,.....	112 do
The amount of freight in tons:	
The product of the forest, tons shipped,.....	369
do tons left,	98
do animals, tons shipped.....	2,619
do tons left,	228
Vegetable food, tons shipped,.....	126
do tons left,.....	746

Other agricultural products, tons shipped,	84
do do tons left,	93
Manufactures, tons shipped,	578
do tons left,	278
Merchandise, tons shipped,	499
do tons left,	1,747
Other articles, tons shipped,	498
do tons left,	362

EXPENSES OF MAINTAINING ROAD.

	ALLOTTED TO		
	Amount.	Pass. trans- portation.	Freight transportation.
Repairs of road-bed and rail- way, excepting cost of iron, [see law,]	\$47,601 51	\$35,701 13	\$11,900 38
Depreciation of way. As the railroad is but just complet- ed with the heavy rail, noth- ing has yet been charged to depreciation,			
Cost of iron used in repairs:..	No iron yet used in repairs.		
Allotted to passenger trans- portation, length in feet, wt. in lbs.,			
Allotted to freight transpor- tation, length in feet, wt. in lbs.,			
Repairs of buildings, included in repairs of road bed &c.			
Repairs of fences and gates,..	3,478 87	2,609 16	869 71
Taxes on real estate,	11,777 72	8,833 29	2,944 43
Totals,	<u>\$62,858 10</u>	<u>\$47,143 58</u>	<u>\$15,714 52</u>

EXPENSES OF REPAIRS OF MACHINERY

Repairs of engines and tenders, \$33,332 02	\$24,999 02	\$8,333 00
Depreciation of do do		

Repairs of passenger and baggage cars, including mail and emigrant cars,.....	8,255 39	8,255 39	
Depreciation of do do			
Repairs of freight cars, including stake and all other burthen cars,.....	8,672 84	2,168 21	6,504 63
Depreciation of do do			
Repairs of tools and machinery in shops, and on locomotives,	1,740 33	1,305 25	435 08
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,.....			
Totals,.....	<u>\$52,008 58</u>	<u>\$36,727 87</u>	<u>\$15,272 71</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,.....	\$900 69	\$388 20	\$512 49
Agents and clerks,.....	9,070 90	6,650 90	2,420 00
Labor, loading and unloading freight,.....	1,198 88		1,198 88
Porter, watchmen and switch tenders,.....	1,327 40	995 55	331 85
Wood and water station attendance,.....	8,329 74	6,247 31	2,082 43
Conductors, baggage and brakemen,	7,172 66	5,748 32	1,424 34
Enginemen and firemen,..	14,381 12	10,785 84	3,595 28
Fuel, cost and labor preparing,	26,421 77	19,816 33	6,605 44
Oil and waste for engines and tenders,.....	7,248 21	5,436 16	1,812 05
Oil and waste for freight cars, included above.			
Oil and waste for passenger and baggage cars, included above.			

Loss and damage of goods and baggage,.....	547 45	521 45	26 00
Damages for injuries to persons,	550 63	450 63	100 00
Damages to property, including damages by fire and cattle killed on road,	1,495 67	1,111 76	383 91
General superintendence,..	3,499 92	2,624 94	874 98
Contingencies,	5,724 42	4,293 32	1,431 10
Totals,.....	<u>\$87,869 46</u>	<u>\$65,070 71</u>	<u>\$22,798 75</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

A. EARNINGS:

From passengers,.....	\$366,077 07
From freight,	90,878 97
* From other sources, (mail) about,.....	15,819 73

B. RECEIPTS:

From passengers,.....	366,077 07
From freight,	87,692 82
* From other sources,.....	17,656 23

C. PAYMENTS OTHER THAN FOR CONSTRUCTION:

For transportation expenses,.....	202,728 14
For interest,	9,931 30
For dividends,	190,280 00
To surplus fund,.....	
Total amount of surplus fund.....	

The difference between the earnings and receipts, on account of freight, is occasioned by the fact that the earnings of each month are not received until the next succeeding month.

* The difference between these two items, is occasioned by the irregularity of the payments from the post office department on account of mail service. Although they are considerably in arrear the receipts in the past year, from that source, embrace some of the earnings of the previous year.

JOHN WILKINSON, Pres't.

STATE OF NEW-YORK, }
Onondaga County, } ss.

John Wilkinson, the President and acting Superintendent, and David Wager, the treasurer of the Syracuse and Utica Railroad Company, being duly sworn, say that the foregoing report contains a correct and true statement of the various matters required by law, according to the best of their respective knowledge and belief.

JOHN WILKINSON,
D. WAGER.

Subscribed and sworn before me, this }
3d day of December, 1850. }

R. WOOLWORTH, *Com. of Deeds.*

(No. 23.)

TONAWANDA RAILROAD.

Return of the Tonawanda Railroad for the year ending September 30, 1850. Filed Dec. 5th, 1850.

Capital stock as by charter and laws,	\$1,000,000 00
Amount of stock subscribed,	1,000,000 00
Amount paid in, as by last report, Jan. 1st, 1850,..	950,000 00
Total amount now paid in of capital stock,	1,000,000 00
Funded debt, as by last report,	159,500 00
Total amount now of funded debt,	159,500 00
Floating debt, as per last report,	43,653 48
The amount now of floating debt,	7,348 67
Total amount now of funded and floating debt,....	166,848 67
Average rate per annum of interest on funded debt,.	6 per ct.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For graduation and masonry,		819 05
Bridges,		865 35
Superstructure, including iron,		35,359 62
Passenger and freight stations,		8,602 38
buildings and fixtures,		600 00
Engine and car houses, machine shops, machinery and fixtures,	\$1,150,968 23	
Land, land damages and fences,		812 88
Locomotives and fixtures, and snow plows,		7,871 75
Passenger and baggage cars, ..		5,544 07
Freight and other cars,		5,377 68
Engineering and agencies, ...		
Total,		\$1,216,820 91

CHARACTERISTICS OF ROAD.

Length of road,	43½ miles.	
Length of road laid,	do	
Length of double track, including sidings,		
Length of branches owned by the company, laid,	3	
Length of double track laid on same,		
Weight of rail per yard on main track,	64 lbs.	
Number of engine houses and shops,	3	
do engines,	6	
Rated as 8 wheel cars.	{ passenger cars, 1st class, 13; do. 2d class	
	and emigrant, none,	13
	baggage, mail and exp. cars, none; freight	
	cars, 90,	90

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,	115,884
Miles run by freight trains,	38,144
Rate of fare per mile charged to passengers, in respec- tive classes, 1st, 3c. ; 2d, 1½c.; 3d, 1¼c.,	
Number of passengers (all classes) carried in cars, ...	256,404
Number of miles travelled by passengers, or number of passengers carried one mile,	9,571,050
Number of tons, of 2,000 pounds, of freight carried in cars,	29,211
Total movement of freight, or number of tons carried one mile,	859,807
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	15½
Rate of speed of same, when in motion,	17
Average rate of speed adopted by express trains, in- cluding stops,	26½
Rate of speed of same, when in motion,	30
Average rate of speed adopted by freight trains, inclu- ding stops,	14½
Rate of speed of same, when in motion,	18
Average weight in tons of passenger trains, exclusive of passengers and baggage,	62½
Average weight in tons of freight trains, exclusive of freight,	118

The amount of freight in tons :

The product of the forest,	2,448
do of animals,	2,270
Vegetable food,	6,488
Other agricultural products,	5,015
Manufactures,	175
Merchandise,	3,927
Other articles,	601

EXPENSES OF MAINTAINING ROAD.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Repairs of road-bed and railway, excepting cost of iron, [<i>see law</i>],	\$9,437 76	\$7,078 27	2,359 49
Depreciation of way,	20,000 00	15,000 00	5,000 00
Cost of iron used in repairs:	500 00	375 00	125 00
Allotted to passenger transportation, length in feet, 747 ² wt in lbs., 15,000. Allotted to freight, length in feet 247 ² wt. in lbs. 5,000			
Repairs of buildings,	453 30	339 98	113 32
Repairs of fences and gates,			
Taxes on real estate,	4,300 20	3,325 15	1,075 05
Totals,	<u>\$34,691 26</u>	<u>\$26,018 40</u>	<u>\$8,672 86</u>

**EXPENSES OF REPAIRS
OF MACHINERY.**

Repairs of engines and ten- ders,	\$7,587 67	\$5,742 25	\$1,845 42
Depreciation of engines and tenders,	3,000 00	2,250 00	750 00
Repairs of passenger and baggage cars,	3,424 01	3,424 01	

Depreciation of passenger and baggage cars.....	1,800 00	1,800 00	
Repairs of freight cars...	3,376 75		3,376 75
Depreciation of do	3,180 00		3,180 00
Repairs of tools and machinery in shops,.....	583 88	409 38	174 50
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,.....	1,260 00	945 00	315 00
Totals,.....	<u>\$24,212 31</u>	<u>\$14,570 64</u>	<u>\$9,641 67</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,.....	\$400 93	\$316 55	\$84 38
Agents and clerks,.....	6,109 59	3,778 56	2,331 03
Labor, loading and unloading freight,.....	1,585 58		1,585 58
Porter, watchmen & switch tenders,.....	944 83	646 13	298 70
Wood and water station attendance,	1,709 00	1,284 25	424 75
Conductors, baggage & brakemen,.....	4,992 50	3,151 40	1,841 10
Enginemen and firemen,....	8,081 64	6,061 00	2,020 64
Fuel, cost and labor preparing,.....	10,272 99	6,858 34	3,414 65
Oil and waste for engines and tenders,	1,277 83	952 23	325 60
Oil and waste for freight cars,	688 92		688 92
Oil and waste for passenger and baggage cars,	954 60	954 60	
Loss and damage of goods & baggage,.....	174 86	174 86	
Damages for injuries to persons,	704 13	704 13	
Damages to property, inclu-			

ding damages by fire and cattle killed on the road,..	1,205 70	384 00	821 70
General superintendence,....	6,335 00	4,751 25	1,583 75
Contingencies,	5,280 91	3,960 69	1,320 22
Totals,.....	50,719 01	33,977 99	16,741 02

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st EARNINGS :

From passengers,.....	\$255,252 80
From freight,	67,668 37
From other sources, ...	21,476 88

2d RECEIPTS :

From passengers,.....	255,252 80
From freight,.....	67,668 37
From other sources,.....	19,276 88

3d PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,	\$89,622 27
For interest,.....	11,558 20
For dividends,	92,000 00
To surplus fund,.....	
Total amount of surplus fund,.....	
Paid on subscription to Buffalo and State line Railroad Co.....	7,500 00

Accidents. On the morning of Nov. 18th, 1849, a man was found dead near the track, two miles east of Byron, supposed by the injuries on his person to have been struck by the pilot or steps of the coaches. No one on the train knew of the accident at the time it happened. The 6 o'clock evening express train of July 8th, 1850, came in contact with a wagon containing a man, woman and boy. The whole was thrown from the track, and the boy had one leg broken, has since recovered. The evening express train of Sept. 26th, ran over two cows, throwing the engine and cars from the track and breaking a leg of the bell ringer. No such accident has arisen from the carelessness or negligence of any person in the employ of the corporation.

Dated at Rochester Nov. 30th. 1850.

STATE OF NEW YORK, }
Monroe County, } ss.

Lewis Brooks, treasurer of the Tonawanda Railroad company, and Carlos Dutton, superintendant of operations of the same, during the period embraced by the within report, do each depose and say, that the within report was compiled from the books of said company, that it is made to comply with the provisions of the "act" by which it is required, as nearly as possible. But as the act requires returns under heads not formerly contained in the books of said company, it may not be exactly accurate, but they believe that it is in all respects substantially true.

L. BROOKS,

Treasurer of the Tonawanda Railroad Co.

CARLOS DUTTON,

Superintendent of Tonawanda Railroad.

Subscribed and sworn before me, }
 this 3d Dec. 1850. }

HIRAM C. SMITH, *Com. of Deeds.*

(No. 24.)

TROY AND GREENBUSH RAILROAD.

*Return of the Troy and Greenbush Railroad, being for the year ending
September 30th, 1850. Filed November 30, 1850.*

Capital stock as by charter,.....	\$275,000 00
Amount of stock subscribed,.....	274,400 00
Amount paid in as by last report.	274,400 00
Total amount now paid in of capital stock,	274,400 00
Funded debt as by last report,.....	5,700 00
Total amount now of funded debt,.....	4,550 00
Floating debt as by last report,.....	5,133 42
The amount now of floating debt,.....	4,100 72
Total amount now of funded and floating debt,.....	8,650 72
Average rate of interest on funded debt,.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For graduation and masonry,.....	\$89,221 37	\$89,221 37
Bridges,		
Superstructure, including iron,.	54,923 49	54,923 49
Passenger and freight stations, buildings and fixtures,.....	16,059 83	16,059 83
Engine and car houses, machine shops, machinery and fixtures,	9,626 89	9,926 89
Land, land damages and fences,	52,438 97	54,017 07

	As per last report.	To present time.
Locomotives and fixtures, and snow plows,	\$34,048 46	\$36,073 46
Passenger and baggage cars, ..		
Freight and other cars,		
Engineering and agencies, (Inc. loan of New-York and Albany Railroad Company,)	21,705 82	21,705 82
Totals,	<u>\$278,024 83</u>	<u>\$282,527 93</u>

CHARACTERISTICS OF ROAD.

Length of road,	6 miles	
Length of road laid,.....	6	
Length of double track, including sidings,.....	none	
Length of branches owned by the company, laid,.....	none	
Length of double track laid on same,.....	none	
Weight of rail per yard on main track,.....	56 lbs.	
Number of engine houses and shops,	1	
engines,.....	3	
Rated as 8 wheel cars. }	passenger cars, 1st class 4 ; do 2d class and	
	emigrant,	
	baggage, mail & express cars, 2 ; fr't cars, ..	6

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,	47,792
Miles run by freight trains,	6,921
Rate of fare per mile charged to passengers, in respec- tive classes,	2½ cts
Number of passengers (all classes) carried in cars,	237,796
Number of miles travelled by passengers, or number of passengers carried one mile,	1,426,776
Number of tons (of 2,000 pounds) of freight carried in cars,	38,988
Total movement of freight, or number of tons carried one mile,	233,930
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	25

Rate of speed of same when in motion,	25
Average rate of speed adopted by express trains, including stops,	none
Rate of speed of same when in motion,	none
Average rate of speed adopted by freight trains, including stops,	12
Rate of speed of same when in motion,	12
Average weight in tons of passenger trains, exclusive of passengers and baggage,	41
Average weight in tons of freight trains, exclusive of freight,	124
The amount of freight in tons:	
The product of the forest,	2,803
do of animals,	9,503
Vegetable food,	12,299
Other agricultural products,	706
Manufactures,	4,850
Merchandise,	879
Other articles,	7,948

EXPENSES OF MAINTAINING ROAD.

	Amount.	ALLOTTED TO Pass. trans- Freight portation. transportation.	
Repairs of road bed and rail- way, excepting cost of iron, [see law.].	\$7,274 03	\$6,448 29	\$825 74
Depreciation of way			
Cost of iron used in repairs :			
Allotted to passenger transportation, length in feet, wt. in lbs.,			
Allotted to freight trans- portation, length in ft., wt. in lbs., . . .			
Repairs of buildings	370 46	370 46	
Repairs of fences and gates,	239 91	209 01	30 90
Taxes on real estate,	839 22	839 22	
Totals	<u>\$8,723 62</u>	<u>\$7,866 98</u>	<u>\$856 64</u>

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,
Depreciation of do
Repairs of passenger and baggage cars,
Depreciation of passenger and baggage cars,
Repairs of freight cars,
Depreciation of do
Repairs of tools and machinery in shops,
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,

	Amount.	Pass. trans- portation.	Freight transportation.
Totals,	\$5,784 73	\$5,058 50	\$726 23

EXPENSES OF OPERAT- ING THE ROAD.

Office expenses, stationery, &c.,	\$116 54		\$116 54
Agents and clerks,	2,593 58	800 00	1,793 58
Labor, loading and unloading freight,	4,108 95		4,108 95
Porter, watchmen and switch tenders,	1,202 64	1,004 64	198 00
Wood and water station attendance,	264 00	264 00	
Conductors, baggage and brakemen,	2,375 19	1,738 00	637 19
Enginemen and firemen,	1,805 00	1,805 00	
Fuel, cost and labor preparing,	6,000 00	5,243 55	756 45
Oil and waste for engines and tenders. Oil and waste for freight cars. Oil and waste for passenger and baggage cars,	1,040 00	907 74	132 26
Loss and damage of goods and baggage,	26 86	26 86	

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transporta'n.
Damages for injuries to persons,	14 00	14 00	
Damages to property, including damages by fire and cattle killed on road,.....	8 00	8 00	
General superintendence,	1,000 00	1,000 00	
Contingencies,	8,871 04	7,136 18	1,734 86
Totals,	<u>\$29,425 80</u>	<u>\$19,947 97</u>	<u>\$9,477 83</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

A. EARNINGS :

From passengers,	\$33,904 46
From freight,	24,261 63
From other sources,	1,252 72

B. RECEIPTS.

From passengers,	\$33,904 46
From freight,	21,690 55
From other sources,	1,059 97

C. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation, expenses,	\$43,054 48
For interest,	383 45
For dividends,	8,232 00
To surplus fund,	
Total amount of surplus fund,	

There were two persons injured, to wit : On 26th January, a deaf and dumb man was killed while walking in the track in a thick fog. In July, a laborer employed on the road, fell under a gravel train and lost a leg. In both cases no carelessness or negligence could be attributed to any person in the employment of the corporation, and none were discharged in consequence.

STATE OF NEW-YORK, }
County of Rensselaer, } ss.

Jonathan Edwards, the president and acting superintendent, and Philander Wells the treasurer of the Troy and Greenbush railroad

association, being severally duly sworn, each for himself
and say that the preceding statement is correct and true
to the best of his knowledge and belief.

Subscribed and sworn before me, this }
30th day of November, 1850. }

CHARLES R. RICHARDS, *Com. of Deeds, Troy.*

JON : EDWARDS

President and Super

P. WELLS,

Trea

(No. 25.)

UTICA AND SCHENECTADY RAILROAD.

*Return of the Utica and Schenectady Railroad, for the year ending
September 30th, 1850. Filed Dec. 23d, 1850.*

Capital Stock as by charter,.....	\$3,560,000
Amount of stock subscribed,.....	3,560,000
Amount paid in, as by last report,.....	3,494,010
Total amount now paid in of capital stock,	3,494,010
Funded debt, as by last report,	102,500
Total amount now, of funded debt,	102,500
Floating debt, as per last report,.....	none
Total amount now of floating debt,.....	none
Total amount now, of funded and floating debt,.....	102,500
Average rate per annum of interest on funded debt,	7 per ct.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For graduation and masonry,.....	\$834,056 98	\$847,898 68
Bridges,	82,565 35	82,565 35
Superstructure, including iron,	1,797,470 00	1,869,344 76
Passenger and freight stations, buildings and fixtures,.....	171,531 33	183,796 92
Engine and car houses, ma- chine shops, machinery and fixtures,.....	56,130 67	59,155 15
*Land, land damages & fences,	451,886 39	467,711 87

Included in cost of "Land, land damages and fences," is \$62,500, which was
for Mohawk Turnpike Road, as required by act of incorporation.

Locomotives and fixtures, and snow plows,.....	241,688 27	261,776 60
Passenger and baggage cars,..	179,967 70	179,967 70
Freight and other cars,	121,325 00	121,894 69
Engineering and agencies,....	69,806 33	69,806 33
Total,	<u>4,006,428 02</u>	<u>4,143,918 00</u>

CHARACTERISTICS OF ROAD.

Length of road,.....	78 miles
Length of road laid,.....	78 do
Length of double track, including sidings,....	88 do
Length of branches owned by the company, laid,	none
Length of double track laid on same,.....	none
Weight of rail per yard on main track,.....	65 lbs
Number of engine houses and shops,	4
Number of engines,.....	19
Rated as 8 } passenger cars, 1st class, none; do. wheel cars. } 2d class and emigrant, none; bag- gage, mail and express cars, none; freight cars 200,.....	200

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,	229,940
Miles run by freight trains,.....	93,580
Rate of fare per mile charged to passengers, in respec- tive classes,	2 $\frac{1}{8}$ c, 1 $\frac{1}{2}$ c
Number of passengers (all classes) carried in cars,....	370,988 $\frac{1}{2}$
Number of miles travelled by passengers, or num- ber of passengers carried one mile,	22,431,109
Number of tons, of 2,000 pounds, of freight carried in cars,.....	98,695
Total movement of freight, or number of tons carried one mile,	4,760,730
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	22
Rate of speed of same, when in motion,	25
Average rate of speed adopted by express trains, in- cluding stops,	28

Rate of speed of same, when in motion,.....	35
Average rate of speed adopted by freight trains, including stops,.....	12
Rate of speed of same, when in motion,	15
Average weight in tons of passenger trains, exclusive of passengers and baggage,.....	76
Average weight in tons of freight trains, exclusive of freight,.....	166

The amount of freight in tons:

The product of the forest,	6,201
do do of animals,.....	27,955
Vegetable food,	13,337
Other agricultural products,.....	2,250
Manufactures,.....	11,119
Merchandise,.....	25,938
Other articles,.....	11,896

EXPENSES OF MAINTAINING ROAD.

	Amount.	Pass. transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron, (see law,)	\$44,789 24	\$31,821 64	\$12,967 60
Depreciation of way,.....			
Cost of iron used in repairs:	819 00	582 10	236 90
Allotted to passenger transportation, length in feet, 1343; wt. in lbs., 29,105, }			
Allotted to freight transportation, length in feet, 547; wt. in lbs., 11,845, }			
Repairs of buildings,			
Repairs of fences and gates,.	2,671 14	1,898 50	772 64
Taxes on real estate,.....	24,470 88	17,392 54	7,078 34
Totals,	<u>\$72,750 26</u>	<u>\$51,694 78</u>	<u>\$21,055 48</u>

EXPENSES OF REPAIRS OF MACHINERY.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Repairs of engines and tenders,	\$26,188 03	\$18,612 99	7,575 04
Depreciation of engines and tenders,			
Repairs of passenger and baggage cars,	22,656 36	22,656 36	
Depreciation of passenger and baggage cars,			
Repairs of freight cars,	14,032 23		14,032 23
Depreciation of freight cars, ..			
Repairs of tools and machinery in shops,	3,024 48	2,149 94	874 54
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	5,406 22	3,842 45	1,563 77
Totals,	<u>\$71,307 32</u>	<u>\$47,261 74</u>	<u>\$24,045 58</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,	1,214 56	582 20	632 36
Agents and clerks,	12,984 28	6,340 46	6,643 82
Labor, loading and unloading freight,	7,806 72		7,806 72
Porter, watchmen and switch tenders,	1,483 23	1,483 23	
Wood and water station attendance,	4,311 37	3,064 59	1,246 78
Conductors, baggage and brakemen,	10,273 39	7,697 64	2,575 75
Enginemen and firemen, ...	12,827 00	8,139 00	4,688 00
Fuel, cost and labor preparing,	33,887 11	24,085 07	9,802 04

	Amount,	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Oil and waste for engines and tenders,.....	3,732 00	2,652 50	1,079 50
Oil and waste for freight cars, including oil used at sta- tions,	2,204 16	1,563 50	640 66
Oil and waste for passenger and baggage cars, oiled by the owners,.....			
Loss and damage of goods and baggage,.....	3,872 61	2,865 19	1,007 42
Damage for injuries to per- sons,	5,587 75	5,587 75	
Damages to property, includ- ing damages by fire and cattle killed on road,....	1,983 60	1,983 60	
General superintendence,	5,986 03	4,254 53	1,731 50
Contingencies, including can- nal tolls, \$47,200.90, and repair'g t'npike, \$3,107.56,	55,962 47	5,872 21	50,090 26
Totals,.....	<u>\$164,116 28</u>	<u>\$76,171 47</u>	<u>\$87,944 81</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

I. EARNINGS :

From passengers,.....	\$595,472 27
From freight,.....	255,668 47
From other sources, inc. sales of old iron, engines &c	72,285 25

II. RECEIPTS:

From passengers,.....	595,472 27
From freight,.....	235,748 19
From other sources,.....	72,285 25

III. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,.....	308,173 86
For interest,.....	3,587 50
For dividends,	356,000 00
To surplus fund,.....	
Total amount of surplus fund,.....	

Number of persons injured in life or limb :

One person in the employ of the company, as fireman, in leaning from the side of the engine, looking back, was struck by a bridge and killed.

Two persons (passengers) were drowned at Schenck's creek on the night of the 5th July. The accident was caused by a number of mill dams on the creek being carried off, washing away about 100 feet of embankment and track west of the bridge; and one person (a passenger) was killed on the same night at Smith's creek, in consequence of the culvert being undermined.

No such accidents have arisen from the carelessness or negligence of persons in the employ of the company, except the fireman who lost his life.

C. VIBBARD, *Superintendent.*

STATE OF NEW-YORK, }
City and County of Albany, } ss.

Chauncey Vibbard, of Schenectady, being duly sworn, saith, that he is the superintendent of the Utica and Schenectady Railroad. That the annexed report has been prepared by him after a careful examination of the books and papers of the said company, in his office or under his control, and that the matters therein stated are true to the best of his knowledge, information and belief.

C. VIBBARD.

Sworn before me, this 23d }
of Dec., 1850. }

CLINTON CASSIDY, *Com. of Deeds.*

CITY OF ALBANY, ss :

Erastus Corning, of said city, the President of the Utica and Schenectady Railroad Company, being duly sworn, saith, that the annexed report is true according to the best of his knowledge, information and belief.

ERASTUS CORNING.

Sworn before me, this 23d }
day of Dec., 1850. }

C. CASSIDY, *Com. of Deeds.*

(No. 26.)

WATERTOWN AND ROME RAILROAD.

*Return of the Watertown and Rome Railroad for the year ending
30th Sept. 1850. Filed Nov. 28, 1850.*

Capital stock as by charter,.....	\$1,500,000 00
Amount of stock subscribed,.....	890,100 00
Amount paid in, as by last report,.....	237,829 46
Total amount now paid in of capital stock,.....	467,836 37
Funded debt, as by last report,.....	none.
Total amount now, of funded debt,.....	200,000 00
Floating debt, as per last report,.....	none.
The amount now, of floating debt,.....	none.
Total amount now, of funded and floating debt,....	200,000 00
Average rate per annum of interest on funded debt,.	7 per ct.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For graduation and masonry,.....	\$125,559 54	245,902 13
Bridges,	6,370 80	8,364 70
Superstructure, including iron,.	50,000 00	245,752 78
Passenger and freight stations, buildings and fixtures,.....		2,820 33
Engine and car houses, machine shops, machinery and fix- tures,.....		3,404 83
Land, land damages and fences,	19,642 79	50,180 93
Locomotives and fixtures, and snow plows,.....		7,000 00
Passenger and baggage cars,..		7,300 00
Freight and other cars,.....		7,599 99
Engineering and agencies,....	14,752 18	25,131 53
Total,.....	<u>\$216,325 31</u>	<u>\$603,457 23</u>

The amount of freight in tons :

The product of the forest,.....	38
do of animals,.....	
Vegetable food,.....	
Other agricultural products,.....	15
Manufactures,.....	575
Merchandize,.....	47
Other articles,.....	5

EXPENSES OF MAINTAINING ROAD.

Amount.	ALLOTTED TO	
	Pass. trans- portation.	Freight transportat'n.
Repairs of road-bed and rail- way, excepting cost of iron, [see law,].....	\$359. 61	
Depreciation of way,.....		
Cost of iron used in repairs :		
Allotted to passenger trans- portation, length in feet, wt. in lbs.,		
Allotted to freight transpor- tation, length in feet, wt. in lbs.,		
Repairs of buildings,.....		
Repairs of fences and gates,..		
Taxes on real estate,....	70 56	
Totals,.....	\$430. 17	

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,.....	
Depreciation of do. do,.....	
Repair of passenger and baggage cars,	
Depreciation of do do,.....	
Repairs of freight cars,.....	
Depreciation of do,.....	
Repairs of tools and machiney, in shops,	
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	
Totals,	

EXPENSES OF OPERATING THE ROAD.

20 DAYS RUNNING 18 MILES.

	Amount.	ALLOTTED TO Pass. trans- portation.	Freight transportation.
Office expenses, stationery, &c.	\$7 55		
Agents and clerks.....	40 00		
Labor, loading and unloading frt.	15 00		
Porters, watch and switchtender,	5 00		
Wood and water station attend- ants,	10 12		
Conductors, baggage and brake- men,	69 42		
Enginemen and firemen,	37 50		
Fuel, cost and labor preparing,	59 85		
Oil and waste for engines and tenders,	10 00		
Oil and waste for freight cars, ..	12 00		
Oil and waste for passenger and baggage cars,	4 00		
Loss and damage of goods and baggage.....			
Damages for injuries to persons, Damages to property, including damages by fire & cattle killed on road,,	4 00		
General superintendence.....			
Contingencies,			
Total.....	<u>\$274 44</u>		

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS :

From passengers,	1,043 23
From freight,	1,089 12
From other sources,	

2d. RECEIPTS :

From passengers,	1,043 23
------------------------	----------

From freight,	1,089 12
From other sources,	

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,	262 89
For interest,	
For dividends,	
To surplus fund,	
Total amount of surplus fund,	

O. HUNGERFORD, *Pres.*
R. B. DOXTATER, *Supt.*

Oneida County, ss :—O. Hungerford, President, and R. B. Doxtater, Superintendent, being duly sworn depose and say, that the above statement is true according to their knowledge and belief.

Subscribed and sworn before me, {
this 26th day of Nov., 1850. }

JULIUS C. THORNE, *Justice of the Peace.*

1889 12

1889 20

O. HUNGERFORD, Pres.

H. B. DOZATER, Secy.

... O. Hungerford, President, and H. B. Dozater, Secretary, being duly sworn depose and say, that the above true according to their knowledge and belief.

and sworn before me, }
 day of Nov., 1890 }
 J. C. Thomas, Justice of the Peace.

PAID AND RECEIVED BY THE

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(No. 27.)

BUFFALO AND STATE LINE RAILROAD.

Report of the Buffalo and State Line Railroad Company for the year ending 30th Sept. 1850. Filed 2d Dec. 1850.

This corporation has been but recently organized, and has just commenced the construction of its road, and has therefore but few items to report, viz :

Amount of capital as by charter,.....	\$1,000,000 00
Amount of stock subscribed,	1,000,000 00
Amount of capital stock now paid in,.....	<u>31,932 45</u>

No funded debt.

No floating debt.

COST OF ROAD AND EQUIPMENT.

For graduation and masonry,	18,365 56
For bridges,.....	1,656 00
For land, land damages and fences,	5,589 37
For engineering and agencies,	6,509 22
	<u>\$32,120 15</u>

Length of road,.....	67 miles.
Received for interest,.....	<u>\$283 81</u>

F. WHITTLESEY, *Treasurer.*

WM. WALLACE, *Engineer.*

November 30, 1850.

STATE OF NEW-YORK, }
Erie County. } ss.

Frederick Whittlesey, Treasurer of the Buffalo and State Line Railroad Company, and William Wallace, Engineer and Superintendent of construction of the same Company, being each duly sworn, depose and say that the above report is correct and true.

F. WHITTLESEY,
WILLIAM WALLACE.

Sworn and subscribed before me, }
this 30th day of Nov., 1850, }

PERRY P. ROGERS, *Com. of Deeds.*

(No. 28.)

CANANDAIGUA AND CORNING RAILROAD.

*Return of the Canandaigua and Corning Railroad, for the year ending
September 30th, 1850. Filed, December 2, 1850.*

Capital Stock as by charter,.....	\$1,600,000 00
Amount of capital stock subscribed,.....	445,800 00
Amount of capital paid in,	64,457 62

COST OF ROAD AND EQUIPMENT TO PRESENT TIME.

For graduation and masonry,.....	\$21,686 08
Bridges,	567 00
Land and land damages,	18,699 85
Engineering,	4,075 61
Contingent charges, printing, rent, iron safe, &c.,...	226 19
Total,	<u>\$45,254 73</u>

ONTARIO COUNTY, }
Canandaigua, } ss.

I, Marvin Porter, acting superintendent of the Canandaigua and
Corning Railroad Company, being duly sworn, do hereby depose and
say that the foregoing report is true, according to my best knowledge
and belief.

MARVIN PORTER.

Sworn to before me this }
30th of Nov. 1850. }

HIRAM METCALF, *Justice of the Peace.*

Francis Wilson Paul, of Canandaigua, being duly sworn, deposeth and saith that he is the president of the Canandaigua and Corning Railroad Company, and that he believes the foregoing report to be correct.

FRANCIS WILSON PAUL.

Sworn to before me this }
30th of Nov. 1850. }

HIRAM METCALF, *Justice of the Peace.*

(No. 29.)

SACKETS HARBOR AND ELLISBURG RAILROAD.

*Return of the Sackets Harbor and Ellisburg Railroad Company for
the year ending Sept. 30, 1850. Filed Nov. 30th, 1850.*

No part of the road in operation.

The capital stock of the company is,	\$150,000 00
--	--------------

The capital stock subscribed is,	150,000 00
--	------------

The capital paid in is,	24,778 68
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Expended as follows :

For graduation and masonry,	18,639 66
-----------------------------------	-----------

Superstructure,	286 65
-----------------------	--------

Fencing,	427 72
----------------	--------

Engineering, agencies, rent and contingences,	3,534 94
---	----------

Total amount expended,	<u>\$22,888 97</u>
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STATE OF NEW-YORK, }
Jefferson County, } ss.

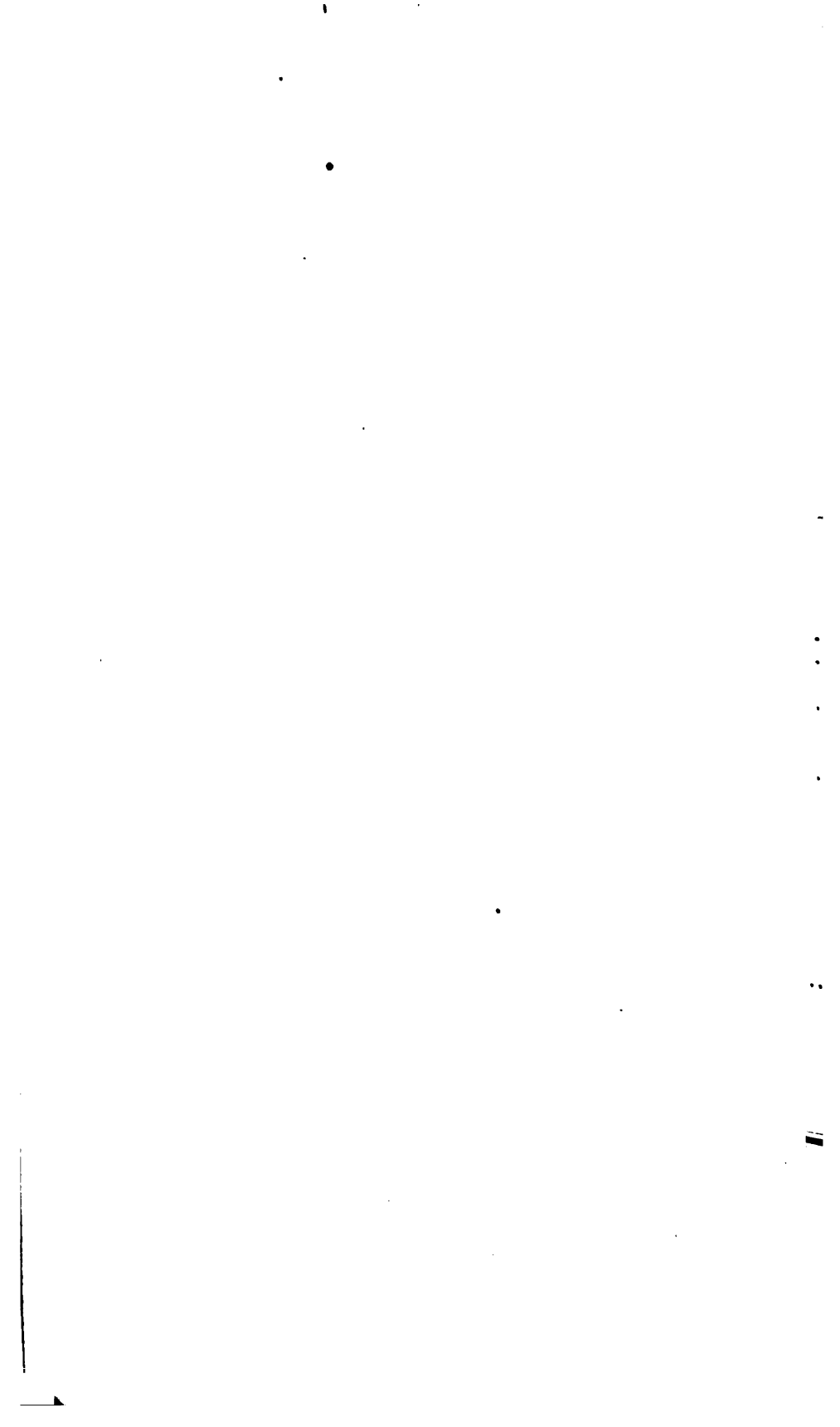
Willard Dodge, president and superintendent, and David Hunter, treasurer, being duly sworn, doth depose and say, that the foregoing statement of the receipts and expenditures to September 30th, 1850, inclusive, is in all respects true.

WILLARD DODGE, *President and Sup't.*

DAVID HUNTER, *Treasurer.*

Subscribed and sworn before me the {
27th day of Nov., 1850. }

ISAAC VAN VLECK, *Justice of the peace.*



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Includ'g
Merchandise.

18,50

19,81

17,73

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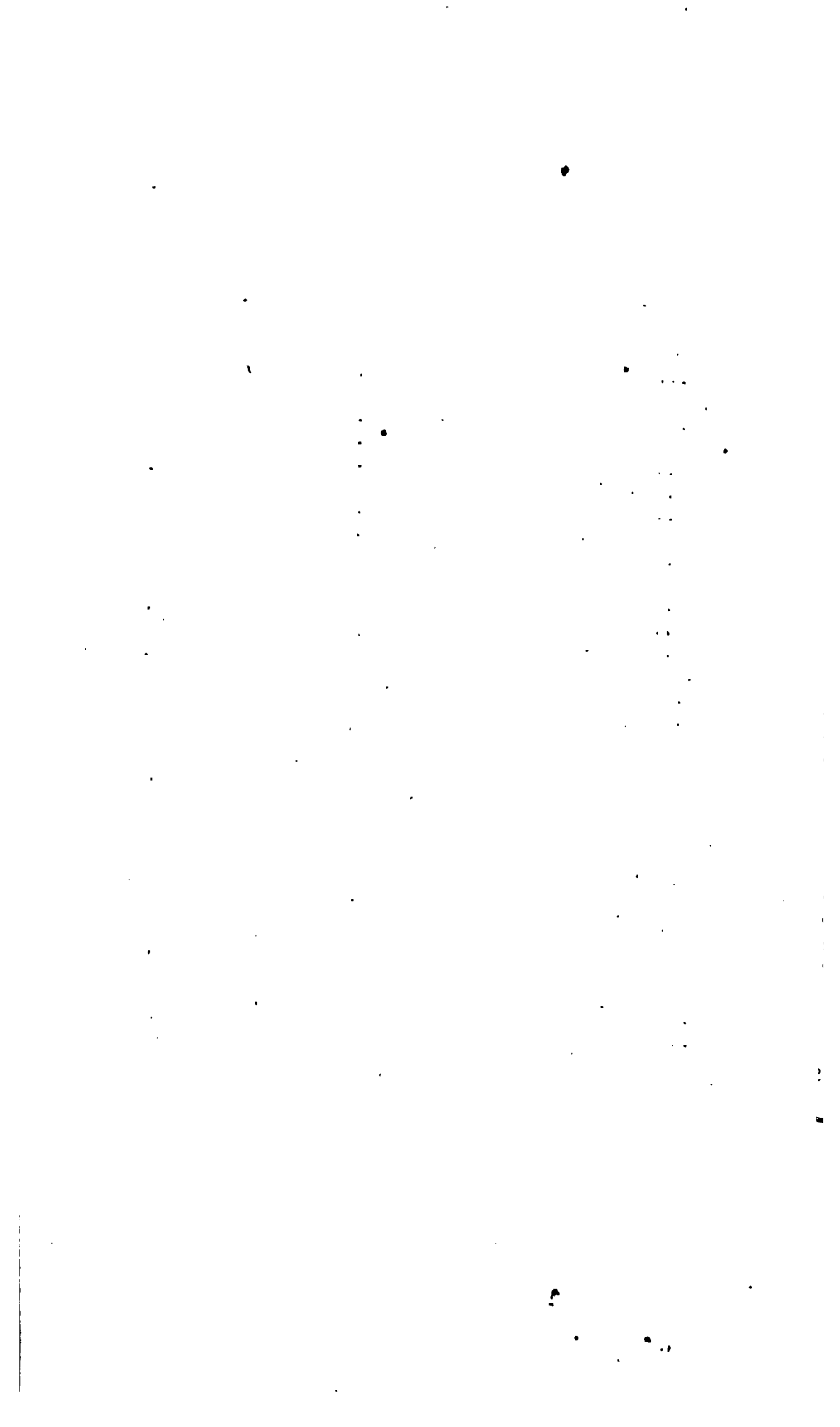
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debt by report.	ad per rt.	Cost of road to present time.
2,000 0	78	1,711,412 30
.....	01	1,930,895 01
.....	56	906,915 16
8,000 0	15	3,000,000 00
6,670 0	03	428,241 49
.....	.....	580,310 91
0,000 0	03	450,000 00
6,000 0	45	821,331 45
7,625 0	39	6,666,681 55
9,918 9	63	20,323,581 03
.....	.....	4,666,208 05
.....	.....	3,417,737 14
8,000 0	34	2,979,937 31
2,000 0	95	571,774 21
5,500 0	97	687,324 47
.....	.....	4,200,000 00
2,000 0	25	396,379 53
0,500 0	25	680,046 32
0,000 0	55	2,490,083 99
9,500 0	23	1,216,820 91
5,700 0	83	232,527 93
2,500 0	02	4,143,918 00
.....	31	603,457 22
.....	.....	32,120 57
.....	.....	45,254 77
.....	.....	22,888 93





ense

	Profit per pass. per mile from sources other than passenger and freight.	Total earnings.	Total expenses transporta- tion.
1.	1.7 134 50	208,584 88	91,171 93
..	200 00	229,710 04	70,909 13
1.	1.9 196 32	515,810 94	163,465 64
..	000 00	73,296 07	17,218 66
..	207 25	48,225 10	30,810 91
..	000 00	41,040 91	27,349 88
4.	490 00	267,660 66	167,383 47
1.	..	1,063,950 27	518,412 66
..	793 39	482,567 51	216,719 03
..	612 23	461,789 31	237,886 38
7.	0.8 347 69	18,158 57	12,317 66
4.	1.1 191 96	78,371 61	38,942 92
5.	1.1 715 53	112,726 77	47,688 62
..	..	201,436 21	60,876 58
4.	2.1 306 11	28,935 71	15,794 24
..	879 00	42,345 69	60,267 71
9.	1.1 819 73	472,775 77	202,728 14
4.	1.1 476 88	344,398 05	109,622 27
9.	1.1 252 72	59,418 81	43,054 48
6.	1.1 285 25	923,425 99	308,173 86
..	..	2,132 35	..

Date		Description		Amount	
1900	1	Jan 1	Balance	100	00
1900	2	Jan 2	Jan 2	100	00
1900	3	Jan 3	Jan 3	100	00
1900	4	Jan 4	Jan 4	100	00
1900	5	Jan 5	Jan 5	100	00
1900	6	Jan 6	Jan 6	100	00
1900	7	Jan 7	Jan 7	100	00
1900	8	Jan 8	Jan 8	100	00
1900	9	Jan 9	Jan 9	100	00
1900	10	Jan 10	Jan 10	100	00
1900	11	Jan 11	Jan 11	100	00
1900	12	Jan 12	Jan 12	100	00
1900	13	Jan 13	Jan 13	100	00
1900	14	Jan 14	Jan 14	100	00
1900	15	Jan 15	Jan 15	100	00
1900	16	Jan 16	Jan 16	100	00
1900	17	Jan 17	Jan 17	100	00
1900	18	Jan 18	Jan 18	100	00
1900	19	Jan 19	Jan 19	100	00
1900	20	Jan 20	Jan 20	100	00
1900	21	Jan 21	Jan 21	100	00
1900	22	Jan 22	Jan 22	100	00
1900	23	Jan 23	Jan 23	100	00
1900	24	Jan 24	Jan 24	100	00
1900	25	Jan 25	Jan 25	100	00
1900	26	Jan 26	Jan 26	100	00
1900	27	Jan 27	Jan 27	100	00
1900	28	Jan 28	Jan 28	100	00
1900	29	Jan 29	Jan 29	100	00
1900	30	Jan 30	Jan 30	100	00
1900	31	Jan 31	Jan 31	100	00
1900	32	Jan 32	Jan 32	100	00
1900	33	Jan 33	Jan 33	100	00
1900	34	Jan 34	Jan 34	100	00
1900	35	Jan 35	Jan 35	100	00
1900	36	Jan 36	Jan 36	100	00
1900	37	Jan 37	Jan 37	100	00
1900	38	Jan 38	Jan 38	100	00
1900	39	Jan 39	Jan 39	100	00
1900	40	Jan 40	Jan 40	100	00
1900	41	Jan 41	Jan 41	100	00
1900	42	Jan 42	Jan 42	100	00
1900	43	Jan 43	Jan 43	100	00
1900	44	Jan 44	Jan 44	100	00
1900	45	Jan 45	Jan 45	100	00
1900	46	Jan 46	Jan 46	100	00
1900	47	Jan 47	Jan 47	100	00
1900	48	Jan 48	Jan 48	100	00
1900	49	Jan 49	Jan 49	100	00
1900	50	Jan 50	Jan 50	100	00
1900	51	Jan 51	Jan 51	100	00
1900	52	Jan 52	Jan 52	100	00
1900	53	Jan 53	Jan 53	100	00
1900	54	Jan 54	Jan 54	100	00
1900	55	Jan 55	Jan 55	100	00
1900	56	Jan 56	Jan 56	100	00
1900	57	Jan 57	Jan 57	100	00
1900	58	Jan 58	Jan 58	100	00
1900	59	Jan 59	Jan 59	100	00
1900	60	Jan 60	Jan 60	100	00
1900	61	Jan 61	Jan 61	100	00
1900	62	Jan 62	Jan 62	100	00
1900	63	Jan 63	Jan 63	100	00
1900	64	Jan 64	Jan 64	100	00
1900	65	Jan 65	Jan 65	100	00
1900	66	Jan 66	Jan 66	100	00
1900	67	Jan 67	Jan 67	100	00
1900	68	Jan 68	Jan 68	100	00
1900	69	Jan 69	Jan 69	100	00
1900	70	Jan 70	Jan 70	100	00
1900	71	Jan 71	Jan 71	100	00
1900	72	Jan 72	Jan 72	100	00
1900	73	Jan 73	Jan 73	100	00
1900	74	Jan 74	Jan 74	100	00
1900	75	Jan 75	Jan 75	100	00
1900	76	Jan 76	Jan 76	100	00
1900	77	Jan 77	Jan 77	100	00
1900	78	Jan 78	Jan 78	100	00
1900	79	Jan 79	Jan 79	100	00
1900	80	Jan 80	Jan 80	100	00
1900	81	Jan 81	Jan 81	100	00
1900	82	Jan 82	Jan 82	100	00
1900	83	Jan 83	Jan 83	100	00
1900	84	Jan 84	Jan 84	100	00
1900	85	Jan 85	Jan 85	100	00
1900	86	Jan 86	Jan 86	100	00
1900	87	Jan 87	Jan 87	100	00
1900	88	Jan 88	Jan 88	100	00
1900	89	Jan 89	Jan 89	100	00
1900	90	Jan 90	Jan 90	100	00
1900	91	Jan 91	Jan 91	100	00
1900	92	Jan 92	Jan 92	100	00
1900	93	Jan 93	Jan 93	100	00
1900	94	Jan 94	Jan 94	100	00
1900	95	Jan 95	Jan 95	100	00
1900	96	Jan 96	Jan 96	100	00
1900	97	Jan 97	Jan 97	100	00
1900	98	Jan 98	Jan 98	100	00
1900	99	Jan 99	Jan 99	100	00
1900	100	Jan 100	Jan 100	100	00

100 00

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From passengers.

9	2,207
3	6,616
9	4,771
2	2,595
2	6,623
3	7,118
9	6,991
9	5,252
4	3,904
1	5,472
5	2,358



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TADY RAIL

PASSENGER		FREIGHT.	
Per pass' per mile.	Per re run.	Per ton per mile.	Per mile run.
cts.		cts.	cts.
0.142			
0.002			
.....	726	0.223	0.020
.....
0.08	D34
0.78	D02
	B95	0.207	1.894
0.230			
	157	0.430	1.914



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State of New-York.

No. 13.

IN SENATE, JAN. 13, 1851.

THIRD ANNUAL REPORT

Of the Inspectors of State Prisons of the State of New-York.

HON. SANFORD E. CHURCH,

*Lt. Governor of the State of New-York,
and President of the Senate:*

SIR,—Agreeably to the 7th sub-division of the 34th section of the “Act in relation to the county and State Prisons of this State,” passed December 14th, 1847, the third annual report of the Inspectors of State Prisons is herewith presented to the Honorable the Senate.

Very respectfully,

**ALEXANDER H. WELLS,
DARIUS CLARK,
DAVID D. SPENCER,**
Inspectors of State Prisons.

January 1, 1851.

STATE JAN. 13 1881

THIRD ANNUAL REPORT

OF THE COMMISSIONERS OF THE LAND OFFICE
IN RESPONSE TO A RESOLUTION OF THE SENATE
PASSED MAY 14, 1878.

ALBANY: PUBLISHED BY THE
UNIVERSITY OF THE STATE OF NEW YORK,
IN RESPONSE TO A RESOLUTION OF THE SENATE
PASSED MAY 14, 1878.
AT THE OFFICE OF THE COMMISSIONERS OF THE LAND OFFICE,
ALBANY, N. Y., JANUARY 13, 1881.

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AT THE OFFICE OF THE COMMISSIONERS OF THE LAND OFFICE,
ALBANY, N. Y., JANUARY 13, 1881.

REPORT.

To the Honorable the Legislature :

In pursuance of the duty required by the statute, the Inspectors of State Prisons respectfully submit the following

REPORT :

During the year that has just expired, the several prisons have enjoyed a usual degree of health, and, with slight exceptions, their financial condition has steadily improved.

The following table exhibits the number of convicts in the State on the 1st of December, 1849, and the number remaining at the close of the past year, including receipts, discharges, deaths, &c., &c.

	No. in prison Decem-ber 1, 1849.	No. received during the year.	1st conviction.	2nd conviction.	3d conviction.	4th conviction.	Daily average.	Discharged by expira-tion.	Died from disease.	Drowned, or acciden-tally killed.	Escaped.	Pardoned.	Sent to the House of Refuge.	Removed by writ of habeas corpus.	Transferred to other prisons.	Sent to the Lunatic Asylum.	Remaining in prison December 1, 1850.
Sing Sing, males,.....	672	228	208	17	3	...	698	153	15	3	1	15	...	1	17	1	694
Sing Sing, females,.....	78	29	27	2	...	...	78	28	3	...	1	3	...	...	...	1	71
Auburn,	609	304	262	36	4	2	661	133	9	...	4	22	2	3	...	8	732
Clinton,	124	39	38	1	...	...	119	38	3	...	3	5	...	...	...	...	114
Total,.....	1484	600	535	56	7	2	1556	352	30	3	9	45	2	4	17	10	1611

Increase, Auburn, 123. Sing Sing, males, 22.
Decrease, Clinton, 10. Sing Sing, females, 7.

By the foregoing table it will be seen that while there are seventeen less convicts at the Clinton, and the female prisons, than the previous year, there is an increase of 123 at Auburn, and 22 at the male prison, Sing Sing. The greater increase at Auburn arises from a transfer of 17 convicts from Sing Sing, and from the fact that for the want of employment at the latter prison, owing to the destruction of the workshops by fire, the courts in the third judicial district, sentenced a large majority of their convicts to the former prison.

The convicts removed from Sing Sing to Auburn were boot and shoemakers, and there being no contract of that description at the former prison, the inspectors availed themselves of the act of 1849, chap. 132, to transfer them to Auburn where they have found regular employment.

The arrangement of the prison districts by the act of 1848, chap. 141, leaving it discretionary with the courts of the third judicial district to sentence convicts to either Auburn or Sing Sing, is found to be judicious, as it enables the inspectors, at all times, by giving an intimation to the judges, to have those convicted, consigned to the prison where their services will be most advantageous to the State, and to prevent either from being crowded beyond its capacity to keep them in a healthy and proper manner.

Perhaps in another year it will be expedient to have all those convicted in the third district sentenced to Sing Sing. The growing population of the western counties of the State is attended by a corresponding increase of crime, especially in those where large villages or cities are located. It is in the latter places that a great proportion of the crime which disturbs society, is generated, and where State prison offences are committed in the rural districts, the perpetrators in many instances, have received their first lessons in iniquity amidst the associations of city life.

By examining the conviction of the past year and comparing them with the population of the several counties, it appears that in Albany they amount to 1 in 2,414, Erie 1 in 1,120, Kings 1 in 3,934, Monroe 1 in 3,938, New-York 1 in 2,320, Onondaga 1 in 4,127, Oneida 1 in 4,709, Ontario 1 in 2,505, Rensselaer 1 in 4,795, Otsego 1 in 10,101, Suffolk 1 in 34,579, Jefferson 1 in 12,999, Steuben 1 in 25,839, Dutchess, 1 in 18,374, Delaware 1 in 36,990, and in similar proportion throughout the State.

These comparisons clearly indicate that those who make crime their profession, congregate in densely populated neighborhoods, and along the great thoroughfares of business and of travel.

Of the 600 convicts received at the several prisons during the same period, 508 males and 27 females are on their first conviction, 54 males and 2 females, are on their second, 7 males are on their third, and 2 on their fourth.

PARDONS.

The executive clemency has been extended to 45 convicts, being 16 more pardons than were granted the previous year.

In their last annual report the Inspectors dwelt at considerable length upon the subject of pardons, and endeavored to explain the advantages resulting to the management of the prisons, and the happy influence exerted upon the convicts generally, by a judicious, and in cases of long sentences for ordinary crimes, a liberal exercise of this mercy-dispensing power.

Further experience satisfies us of the correctness of our observations, and we are assured by the united testimony of all the prison officers, that under the present mild system of discipline, the hope of pardon as a reward for faithful application to duty and earnest efforts to reform, is the right arm of their government.

From the moment a convict enters the prison, the prospect of a reprieve engrosses all his thoughts, and unrelaxing hope sustains him throughout his incarceration. If it were possible to deprive them of this hope, they would lose all incentive to industry and obedience; the more desperate would resort to any expedient to effect their escape, while the mass of the long sentenced would sink into a state of apathy, and but few would go into the world not more or less the subjects of demency.

They conceive that the pardon not only discharges them from imprisonment but, to a certain extent, removes the stigma of their crime, restores them to society and places them under new and powerful obligations to respect the laws; hence we frequently have earnest solicitations to intercede for pardons, from those who have but a few days or weeks to remain.

By the act of 1849, chap. 310, the parties applying for a pardon must first serve a written notice of their intended application upon the District Attorney of the county in which the conviction was had, a similar notice must be published four weeks in the State paper and in one paper in the county where the convict was tried, and affidavits of such service and publication must be presented with the petition. While these provisions were wisely designed to prevent the impositions hitherto practiced by interested friends or hired agents, they unfortunately close the door of mercy against many who, although really deserving, have not the pecuniary means to incur such expense, or influential friends to intercede in their behalf.

To the knowledge of the Inspectors, but one of the 192 convicts pardoned during the last three years, has been returned to prison, while many of them are pursuing honest and upright callings and give hopeful evidence of positive reformation.

The proportion of pardons to the average number of convicts the last year, has been at Auburn, 1 in 30, at Sing Sing, 1 in $46\frac{1}{2}$, at Clinton 1 in 23, at the female prison, 1 in 26. The previous year the proportion was at Sing Sing, 1 in 58, at Auburn, 1 in 44, at Clinton, 1 in 39.

POLICE DEPARTMENT.

The system of discipline introduced under the law of 1847, equals our highest expectations, and after three years' experience, we are not a little gratified to be able to report that, under its mild treatment, better order everywhere prevails, labor is more cheerfully performed, and the moral and physical condition of the convicts is vastly improved. The lash and other instruments of torture, which were calculated to inflame the passions, and engender hatred and animosity, have been supplanted by methods of correction more consistent with the dictates of humanity. The convict, no longer treated like a brute, feels that even in prison he can exercise the attributes of a man, and that the condition of no one is so low that human sympathy cannot reach him, or so degraded that kindness and forgiveness will not reward his good actions and unaffected repentance.

The institution of schools; the introduction of interesting and judiciously selected books, with greater opportunities for reading,

and the zealous inculcation of the precepts and admonitions of the Bible, have exerted a happy influence upon their minds and materially aided in securing obedience to the prison authorities. The present law allows but little distinction in the kinds of punishments inflicted for the various infractions of the rules; but while the officers are restrained from visiting bad conduct with severe punishment, they exert a more potent influence by rewarding the good. Receiving and answering letters, personal interviews with their friends, certain privileges in the prison, and a favorable letter from the warden to the Governor in case of an application for pardon, all depend upon the convict's deportment.

The shower bath is principally relied upon to correct the incorrigible, and is regarded as the severest punishment resorted to. While it has been found an effectual instrument in subduing the passions, and reducing the refractory and turbulent to calmness and submission, its effects upon the physical system are invigorating and beneficial.

The total number of punishments at the Auburn prison during the past year, was 329, being 24 more than the previous year, but with an average increase of 123 convicts. Here the punishments average 1 in 21. At Sing Sing during the same period, they amount to 234, being 74 less than the previous year, notwithstanding the increased number of convicts. The average is 1 in 35½. All the punishments inflicted at the Clinton prison amount to 50, being 118 less than the previous year, and making an average of 1 in 28½. Total number of punishments in all the male prisons, 613.

This is 138 less than were inflicted the previous year, and probably not more than one quarter the number which was thought to be necessary when the lash was deemed the only suitable mode of correction.

The matron of the female prison reports, that she has inflicted fifty-one punishments during the same period, "a large majority of which have been of a trifling character, scarcely exceeding a rebuke, and entering the names of the offenders in the diary for the infraction of the rules." Locking them in a dark cell, placing them in a solitary ward, and sending them to their rooms without their suppers, have been her severest punishments, and these were confined to about ten

convicts, the others having generally conducted themselves with decorum.

PROVISIONS.

Experience has demonstrated the fact that the health of the convicts and the interests of the State, are promoted by furnishing the provisions through our own agents, and this plan is now adopted at all the prisons.

The cost of provisions for both the Sing Sing prisons for the past year, is \$24,411.94. The daily average of all the convicts being 775, the cost per ration is 8 cents and $6\frac{1}{4}$ mills, which is nine mills per ration above their cost in the previous year. This the agent imputes to an advance in the price of some of the principal articles of food, and to the fact that an unusually large number of the male convicts, who were employed in building and other out-door labor, seemed to require more than the ordinary ration.

The daily average of convicts in 1849, was fifty-nine less than during the last year, while the total cost of rations, was \$23,381.53. In the year terminating September 30th, 1848, the cost of rations, supplied by contract, amounted to \$30,336.90, although the average number of convicts was less than at any subsequent time, and the provisions were of an inferior quality to those since furnished by the agents.

The average cost of rations at the Auburn prison for the year terminating the 30th September last, was 6 cents and 7 mills, making their total cost for the year, \$18,249.70. The previous year they averaged 7 cents and 6 mills.

At the Clinton prison, the average cost of rations is 8 cents and $3\frac{3}{4}$ mills, making an aggregate of \$3,776.37, for the year. This is 1 cent and $3\frac{1}{2}$ mills less per ration than was paid at this prison in 1849.

SANITARY CONDITION.

The whole number of deaths at the Auburn prison, to November 30th, 1850, was..... 9
At the Sing Sing male prison, from disease,..... 15

At the Sing Sing male prison, drowned,.....	2
do do do accidentally killed,.....	1
do do female prison,.....	3
do Clinton prison,.....	3
Total,.....	<hr/> 33

The deaths at Auburn prison are equal to 1 in 73, 4-9 of the daily average of convicts. At Sing Sing they amount 1 in 38, 14-18; but as three of these died by accident, the mortality from disease is but 1 in 46, 8-15. At the female prison they amount to 1 in 26, and at Clinton to 1 in 39 2-3rds.

The average number of all the convicts being 1,556, and the deaths from natural causes 30, it will be seen that they amount to only 1 in 51½, which exhibits a sanitary condition that will compare favorably with any similar institutions in the country.

For the unusual good health with which the prisons have been favored during the past year, we are indebted, under providence, to the selection of sound and wholesome provisions, the watchful care and skillful treatment of the physicians, and the successful efforts of the police to maintain cleanliness among the convicts and in every department of the prisons.

For detailed statements of all matters connected with this department we would refer to the annexed reports of the several physicians.

TERMS OF SENTENCE.

The terms of sentence of 720 convicts, being the whole number confined in the Auburn prison, (exclusive of 12 who are sentenced for life,) average 4 years, 9 months and 12 days. Of these 449 are confined for from 2 to 5 years, 175 from 5 to 10 years, and 96 from 10 to 22 years. Of the 303 convicts received at this prison during the past year, the longest term, (excepting one for life) is 15 years, and the shortest 2 years. Their aggregate term of sentence amounts to 1,182 years and 8 months, and the average to 3 years, 10 months and 25 days.

At the Sing Sing male prison, the terms of 680 convicts (not

including 14 sentenced for life) average 5 years, 9 months and 7 15-30 days. Of these 362 are for 1 to 5 years, 156 for 5 to 10 years, and 162 for 10 to 25 years.

The terms of sentence of 113 convicts at the Clinton prison, (exclusive of one sentenced for life,) average 4 years, 5 months and 18 days. Of these 75 are for 2 to 5 years, 25 for 5 to 10 years, and 13 for 10 to 20 years.

Of the 71 female convicts the terms of sentence average 3 years, 7 months and 27 days. Here 52 are sentenced for 2 to 5 years, 15 for 5 to 10 years, and 4 for 10 to 11 years.

The aggregate term of sentence of all the convicts in the State (exclusive of the 27 doomed to imprisonment for life,) amounts to 8,220 years.

The object of State prison confinement being not only to punish offences already committed, but to secure society against future violations of law, by improving the minds and reforming the characters of those who find their way here, it becomes a subject of enquiry whether these desirable ends cannot better be accomplished by a shorter term of sentence on first convictions, without detriment to the administration of public justice.

Conducted as our prisons necessarily must be upon the congregated system of employment, it will readily be supposed that evil communications exist among the inmates, by which the young and inexperienced are initiated into the knowledge of other crimes, and made familiar with the means of perpetrating offences of every description.

The longer the sentence the more thoroughly the young convict acquires this description of knowledge, and it is but reasonable to suppose that protracted incarceration destroys the better faculties of the soul, renders the man more indifferent to future consequences, and hopelessly unfits him for that moral effort which can alone restore him to society. To this cause may be attributed much of the difficulty and discouragement which our prison teachers have to contend with.

The convict who has served a five year's term before arriving at thirty years of age, is prematurely old in body and mind. The de-

struction of health is invariably attended with a corresponding failure of mental energy, removing the subject still further from the influence of all that is commendable, and rendering him the easy victim of those who are more conversant in the paths of guilt. As a general rule, the younger class, who are convicted of larceny, burglary, and other offences against property, are the dupes of older and more experienced rogues. To reform this class is of the utmost importance to society, yet under the present system of sentences and imprisonment, it cannot be denied that too many of them, who enter the prison with deep humiliation in view of their first offence, leave it prepared to engage in any daring and lawless enterprise.

In all cases where the circumstances are known to the court, we doubt not, a just discrimination is exercised between the old and young offender, so far as the statute will admit, but in numerous instances a sound discretion would dictate a far different judgment than that which the law awards. Without therefore disturbing the penalties prefixed to the various crimes in the case of old offenders, we would respectfully suggest a milder sentence for the first conviction, and if upon every subsequent conviction for a similar offence, the punishment was increased two fold, its infliction would be just ; and the influence of the law salutary and beneficial.

That the service of a single term in the State prison has the effect to correct the habits and reform the conduct of many, is shown by the limited number of second convictions compared with that of all received. At Sing Sing the recommitments average but 1 in $7\frac{1}{2}$, of the whole number, and but 1 in $11\frac{1}{2}$ of those received during the year. At Auburn the recommitments average 1 in $6\frac{3}{4}$, and 1 in 7 of those received during the year. At Clinton they average 1 in 9, and of the female convicts, 1 in 12.

A very large number, therefore, who are discharged from their first term, never return to prison, and it is but fair to conclude, that the necessary privations and sufferings attending their incarceration, coupled with the mental instruction and reforming influences provided by the beneficence of the State, have deterred them from further indulgence in their evil courses, and restored them to a better condition of life.

CAUSES OF CRIME.

Of 732 convicts at Auburn prison, 517 were never instructed in any trade or calling, whereby to earn a subsistence, 308 had been deprived of a home before 16 years of age, 191 were deprived of one, and 181 of both parents before 16 years of age, 185 were intoxicated at the time of committing the offence, 394 were without occupation at the time of arrest, 371 were intemperate, 468 had received no religious or moral instruction, and 512 had never read the Bible, or attended Divine Service. A critical examination of the convicts in the other prisons would exhibit a still more deplorable picture of neglected education and early abandonment to vice and crime.

Of the 694 males in the Sing Sing prison, 349 were under 20 years of age at the time of their conviction, 487 had never been taught a trade, 60 could not read, 149 could read only and that indifferently, and 230 were intemperate.

Of the 114 convicts at Clinton, 10 could not read, and 29 could read only, while two-thirds of the whole number admit their intemperance.

At the Female prison we find that of the 71 remaining in December last, *twenty-five* could neither read nor write, 17 could read only, and the balance had received a very limited instruction in the elementary branches. Upwards of 50, or nearly two-thirds of the whole, were intemperate, and, for the most part, dissolute in their habits in early life. Eleven were under 20 years of age at the time of their conviction, and but 28 are natives of the United States.

Frequent examinations into the causes of crime among these convicts almost invariably lead to the same result, and force upon the mind the startling truth, that a neglected education in youth is the source of all, or nearly all, the crime among us. It may not be possible to avoid the circumstances which lead to this neglect, as it is often the result of the loss of parents and other providential occurrences beyond the control of man, but many of the privations which the children of misery and want are subjected to, can be removed by legislative interference. The establishment of the system of Free Schools on the part of the State, connected with the efforts of phi-

lanthropists to search out and rescue from degradation this large and interesting portion of our youth, will exert a salutary influence upon their future lives, and with the blessing of heaven, greatly diminish the frequency of crime.

NATURE OF CRIME.	Sing Sing.		Auburn.	Clinton.	Totals of each crime.
	Males.	Females.			
Abduction, .....	....	2	1	....	3
Abduction and rape, .....	....	....	1	....	1
Assault to commit rape,	6	1	13	4	24
Assault to kill,	32	1	29	7	69
Attempt to poison,	2	2	2	....	6
Bigamy,	14	....	20	1	35
Crime against nature, .....	....	....	2	....	2
Incest and attempt to commit do,	2	....	4	....	6
Inveigling and kidnapping, .....	....	....	1	....	1
Manslaughter,	19	2	16	4	41
Murder,	4	....	6	1	11
Perjury and subornation of do,	3	1	8	4	16
Rape,	13	....	30	1	44
Rape and incest, .....	....	....	1	....	1
Arson,	12	2	17	3	34
Arson and grand larceny, .....	....	....	1	1	2
Breaking jail,	2	....	1	....	3
Burglary,	217	6	110	20	353
Burglary and larceny, .....	....	....	72	6	78
Embezzlement, .....	....	....	3	....	3
Forgery,	40	2	41	4	87
Grand larceny,	235	34	234	34	537
Petit larceny, 2nd, 3rd and 4th offences,	17	15	62	10	104
Counterfeiting and uttering,	3	1	22	5	31
False pretences,	5	....	1	1	7
Robbery,	53	1	22	6	82
Robbing the mail, .....	....	....	3	....	3
Stealing letters from post office, .....	....	....	2	....	2
Robbery and attempt to kill, .....	....	....	2	....	2
Receiving stolen goods,	7	....	5	....	12
Mayhem,	3	....	....	1	4
Stealing a child, .....	....	1	....	....	1
Carrying unlawful weapons,	3	....	....	....	3
Sodomy,	2	....	....	....	2
Writing threatening letters, .....	....	....	....	1	1
Total,	694	71	732	114	1611

For further and more particular information upon this subject, we would respectfully refer you to the interesting reports of the several prison chaplains which are herewith presented.

INSTRUCTION.

The wise and beneficent provision of the law of 1847, authorizing the employment of teachers to instruct the convicts in the rudiments of a common English education, has been improved with decided advantage to those who could be induced to avail themselves of it. Many have made considerable advancement, and a large number who can now read their Bibles understandingly, and write a legible hand, will ever feel indebted to the authors of this law for these useful acquirements.

We can scarcely conceive of a more praiseworthy manifestation of benevolence and mercy on the part of human law, than that statute which, while it punishes the criminal, extends to him opportunities of mental and moral culture, thus elevating his thoughts above the groveling sensualities which have characterised his previous life, endowing him with new and noble reflections, and preparing him to become a more useful member of society.

The management of the instruction is committed principally to the chaplains, but in the selection of teachers, the Inspectors have aimed to enlist only those, who with acknowledged ability, possessed dignity of deportment, and unblemished characters. The success which has attended their labors affords sufficient testimony of the faithful and zealous manner in which they have performed their duty.

At Auburn prison 198 convicts, or 1 in 3½ have received instruction in reading, writing, and arithmetic. Of these 109 were previously unacquainted with the alphabet, or could read but little, and 64 had no knowledge of arithmetic. The chaplain of this prison seems to have been assiduous in his exertions to impart moral and intellectual instruction, and in addition to the able teachers employed by the State, he has received the voluntary aid of the students of the Theological Seminary in that city, who have devoted a portion of each Sabbath to the prison Sunday school.

At Sing Sing 194 convicts have received instruction in the branches of a common English education, during the past year, being an average of 1 in $3\frac{1}{2}$ constantly under instruction.

Here we have not the same facilities for promoting this branch of prison discipline, as at Auburn, the absence of walls around the prison rendering it improper and dangerous to collect the convicts in the chapel for Sabbath school exercises, until the guards are stationed, at which time chapel service usually commences. The teachers, however, have been faithful in the execution of their trust and the report of the chaplain gives us the assurance of improvement and reformation among many who until their reception here had made licentiousness and crime their only study.

At Clinton 45 convicts, or 1 in $2\frac{1}{2}$, of the whole number, have been taught in similar branches, and from our own observations, as well as from the information derived from the chaplain, we are led to believe that the labors of the teacher at this prison have been productive of substantial benefit.

At the female prison 35 convicts, or 1 in 2 of the whole number, have received instruction in spelling, reading and writing; the instructress, who is an experienced teacher, believing those branches the most useful for persons in their condition of life. Here the opportunities for teaching are more favorable than at the male prisons, and under the excellent management of the matron, rapid improvement has been made. Several female convicts have left the prison within the past year who can now read and were able to sign their names to the pay roll in a legible hand, who were entirely ignorant of both branches when they were received.

The Sunday school has received particular attention at the latter prison, and a proficiency has been made in bible readings which cannot fail of proving a lasting benefit to many to whom it had previously been a sealed book.

For further particulars in regard to the instruction and general management of the female prison, which have received the hearty approbation of the Inspectors, we refer you to the accompanying report of the matron.

The annual appropriation by the Legislature for replenishing the prison libraries, has been judiciously expended, under the direction of the chaplains, and the convicts are now supplied with a liberal variety of standard works.

CONVICT EMPLOYMENT.

In connection with the subject of instruction, the Inspectors deem it their imperative duty to call the attention of the Legislature to the importance of imparting to each convict, who may be under the age of thirty, a knowledge of some mechanical trade. This is demanded by the welfare of the convict and the safety of the community, and would be consistent with the provisions already made to reform their characters and deter them from the commission of other crimes. It will be admitted that the knowledge of some useful branch of business, at which, upon going into the world, they could readily find employment and earn a comfortable livelihood, would do more to reform their conduct and stay their hands from crime, than all the other education that the most zealous teachers could impart; and so important and necessary do we consider this mechanical instruction that we are confident the Legislature would consult the principles of humanity, and greatly diminish the number of second convictions, if they removed the present prohibition, and made such instructions obligatory upon the prison authorities.

In the vicinity of the city of Auburn there are a number of discharged convicts who acquired trades during their imprisonment, and who found employment immediately upon leaving the prison. They are said to be industrious, sober and upright citizens. On the other hand at least five of every six who are committed on a second conviction, are among those who had not acquired the knowledge of any mechanical business at which they could find employment after leaving the prison.

Of the 1,540 male convicts now in prison, 928 are under 30 years of age, and (including 1 teacher, 4 lawyers, 4 physicians, and 28 mercantile clerks, none of whom will be likely to prosecute those professions successfully hereafter;) there are 1042 who have never learned any mechanical trade. Over two hundred of these are under twenty, and a large majority are under twenty-five years of age,

and we submit it to the judgment of the Legislature whether the employment of these young men, for two, three, and five years, at occupations of which they cannot avail themselves after they leave, and which, in some instances, disqualify them advantageously to pursue any other, is not inconsistent with the humane spirit of our penal system, injudicious in its effects upon the convicts, and extremely liable to swell the amount of crime.

The law prohibiting the teaching of trades in our prisons, was adopted prior to the present admirable and reforming system of discipline and instruction, and had its origin in the injury which their learning trades was supposed to inflict upon those engaged in similar callings. The fallacy of this objection has been frequently exposed, and we think we may truly aver, that if all the convicts in the State were employed upon the same branch, the product of their united labor would not affect the price of the article, or seriously compete in our own market, with the manufacturers of a similar article in many of the New England towns.

The supposition entertained by some that the acquirement of a mechanical trade will enable these men to find their way into the workshops of the country, thus endangering the morals of the young who are ignorant of their real characters, is as groundless as it is proscriptive and ungenerous. If such a principle is to prevail, the door of hope is for ever closed to the convict, and the efforts for his reformation and improvement, are an idle mockery.

If we would improve the advantages of moral and intellectual instruction to the lasting benefit of the convict, we should, as far as it is consistent with his capacity to learn, and the regulations of our penitentiary system, remove his supposed necessity for doing wrong, and we know of no better method of accomplishing this, than by making him acquainted with some common branch of handicraft, at which he may find employment when his prison probation has expired.

PRISON ASSOCIATION OF NEW-YORK.

Committees appointed by the executive committee of the prison association of New-York, have, on several occasions, demanded admission into the Sing Sing prison for the purpose of making examin-

ations, accompanying their demand with a claim of authority which the Inspectors cannot recognise, and which would, if submitted to, destroy all discipline.

By section 4th, article 5th, of the constitution, to the Inspectors is submitted "the charge and superintendence of the State prisons," and yet the members of the prison association claim that, in pursuance of the 6th section of their charter, which was granted prior to the adoption of the constitution, they possess co-ordinate jurisdiction with the Inspectors, are independent of them, and have the right to usurp the authority of the wardens and subordinate officers.

On the 4th of November last a committee of that association again appeared at the prison and served upon the warden the following papers :

"NEW-YORK, October 2d, 1850.

Pursuant to section 6th of the act entitled an act to incorporate the prison association of New-York, passed May, 9th, 1846, I do allow the examination within mentioned, and direct that John D. Russ, William Waln Drinker, Charles Partridge, and Richard Reed do examine the State prison situated at Sing Sing, and that said examination be concluded *within ninety days from this date.*

(Signed)

JOHN W. EDMONDS,

Justice Supreme Court."

"The undersigned, a committee of the executive committee of the prison association of New-York, demand permission to visit and examine Sing Sing prison, *unattended by any officer or other person*, in compliance with the 6th section of the charter of the said association, and that portion of the Revised Statutes to which it refers, which are in the following words, to wit :

(Here followed the 6th section of the charter of the association and the section of the statutes referred to.)

(Signed)

JOHN D. RUSS,

W. WALN DRINKER,

CHA'S PARTRIDGE.

Dated, Sing Sing, Nov. 4th, 1850."

Thus, it will be seen a committee who acknowledge no responsibility to the Legislature or to the Inspectors, for the consequences which might result from their proceedings in the prison, demand to enter it unattended by its sworn officers or any other person, withdraw the convicts from the immediate observation of the keepers, say what they please and do what they please, and that these extraordinary proceedings so inconsistent with the constitution and the provisions of the law of December 14th, 1847, so detrimental to discipline and so injurious to the interests of the State and contractors, may be prolonged to "*ninety days*," and by other orders of the judge, may occur several times during the same year.

In answer to their demand on this and other occasions, the warden declined surrendering into their hands the authority he was alone bound to exercise, but "offered to show them every part of the prison, all books and papers appertaining thereto, and to permit them to examine the convicts, but insisted that such interviews should be in his presence"

The course pursued by the warden is not only just and proper in view of his official position and the dangers he has constantly to encounter from the superintendence of so many persons of this class, but it is consistent with the recorded rules and regulations of the Inspectors, made and entered pursuant to the 4th and 9th sub-divisions of section 34, article 1st of the prison laws, adopted December 14th 1847.

It cannot be supposed that the Legislature intended to require the Inspectors "to make general rules and regulations, for the government and discipline of the prisons," and at the same time authorize an irresponsible committee to take such course as to render those rules and regulations nugatory, and to defeat the very objects the law was designed to accomplish.

That the examinations of convicts by these committees are not productive of any substantial benefit, and may be used for mischievous purposes, is rendered manifest by the 5th annual report of the prison association made to the Legislature in April last. In that report various statements purporting to be made by discharged convicts, are elaborately paraded and seriously commented upon, in which the officers of that prison are charged with supplying bad and unwhole-

some provisions, using the cat by way of punishment, caning convicts and knocking them down with clubs, striking sick men when confined to their beds in the hospital, inflicting personal chastisement upon the female convicts, and unnecessarily shooting men down.

These statements have no foundation in truth, and their utter falsity must have been known to the persons who prepared that document.

The report purports to be published by the executive committee of that association, and yet in reply to letters of enquiry addressed by one of the Inspectors, some of the most respectable members of that committee, have returned answers in which they expressed astonishment that such statements had been made, and denied all knowledge of their introduction into the report.

The HON. JOHN W. EDMONDS, whose name is published as chairman of the executive committee, under whose authority the report is made, writes, among other things, as follows:

"I have never seen or read the report to which you allude, and until I got yours, I was not aware of its contents or that my name was appended to it. I have not been able to take any active part in the association for some two or three years."

The HON. WILLIS HALL, whose name is also appended to this report as one of the executive committee, denies any participation in its publication, and among other things, says:

"I am a member of the prison association, but living in a distant part of the city, I have not been able to attend their meetings, which are held in the evenings, for two years past. I never read or saw their 5th annual report, and most assuredly had I seen any thing in that or any other proceeding, derogatory to you or your conduct, I should have objected, at least without notice to you and a full investigation.

"I regret exceedingly that my name should have been signed to any slanderous charges against you. It was not done with my knowledge or consent. I never heard any such charges, and know nothing with reference to your connection with the prison but what is to your credit."

The name of WM. CHAUNCEY, Esq., the treasurer of the association, who is extensively known for his liberal aid to charitable societies, and his benevolence in all praiseworthy objects, is likewise appended to this report, as one of the executive committee authorizing its publication. Mr. Chauncey, in answer to one of the Inspectors, remarks :

“ Your letter is the first intimation I have had that my name was appended to the report, or that such statements as you name were made in it, as my time has been so occupied as to prevent my reading it.

“ My connection with the society has been principally with its financial affairs as treasurer, and consequently I have had no opportunity to attend to the charges or statements respecting prison discipline, not being connected with that committee ; but whenever the subject came up in my presence in the executive committee, I have always advised great caution in receiving statements of discharged convicts as of much authority, and I cannot but believe that many statements from that source are much exaggerated, and others, even if true, might be subjected to satisfactory explanations. I can only state further that so far as my personal feelings or disposition towards you are concerned, they are of the most friendly nature.”

Upon reading the foregoing statements of gentlemen whose names have been used to give plausibility to statements of a groundless character, but which, if true, ought to subject the officers charged to fine and imprisonment, the Legislature will be able to determine what amount of confidence ought justly to be reposed in the report of that association, or how much benefit may be expected to result from the labors and examinations of persons who are so regardless of the rights and reputations of others.

If it is deemed advisable to establish a supervisory power over the Inspectors, to look after the management of all the prisons, (the importance and necessity of which we will not question,) we would most respectfully suggest, the creation of a permanent committee to consist of a given number of members of both branches of the Legislature, whose duty it shall be to visit all the prisons, during the recess, and report the result of their examinations to the succeeding Legislature, which, in turn, could institute a similar committee.

CONTRACTS FOR LABOR.

Since our last report three new contracts have been made for the employment of convict labor at the Sing Sing prison ; the first with Joseph J. Lewis for the services of from 30 to 50 convicts to be employed in the manufacture of saddlery hardware, for the term of five years from the 1st of May, 1850, at 35 cents per day. Secondly, with William Johnson, for the services of from 20 to 50 convicts, to be employed in manufacturing tapestry carpets and rugs, for the term of five years from the 1st day of October, 1850, at 40 cents per day. The third with Charles H. Woodruff, for the services of from 30 to 50 convicts, (if so many in the prison are certified as cabinet makers,) to be employed in the manufacture of cabinet furniture, upholstery, and chairs, for the term of five years from the 1st of October last, at 40 cents per day. The agent is also advertising the services of from 30 to 50 convicts, to be employed in manufacturing saws and files, and from 30 to 50 to be employed in making shooks.

These several additional contracts when they shall be fully in operation, will furnish employment for a good portion of the hitherto unproductive convicts, and contribute a handsome sum towards the maintenance of the prison.

No new contracts have been entered into at Auburn or Clinton during the past year, and for a knowledge of those now existing at all the prisons, we respectfully refer you to the reports of the several agents.

HOURS OF LABOR.

The average time per day in which the convicts were engaged in actual labor at the several prisons, during the past year, is exhibited in the following tabular statements. It will be seen that at Sing Sing the working time has increased 40 minutes, from the 18th to the 30th of September, notwithstanding the decrease of working hours in the day ; this result was produced by supplying the convicts' rations in the mess room instead of locking them in their cells, which plan was adopted at that time.

AT AUBURN PRISON—TIME TABLE.

MONTH.	Time of un- lock- ing.	Time of locking.	Time occupied in going from cells to shops.	Time occupied in washing three times a day.	Time occupied for breakfast and dinner.	Working time each month.
January, . . .	7 o'clock.	4 o'clock	15 minutes.	15 minutes.	50 minutes.	8 hrs 25 min.
February, . . .	" 40 min.	5 " 35 "	" "	" "	" "	9 " 35 "
March, . . .	" 45 "	6 " "	" "	" "	" "	10 " 55 "
April, . . .	" 30 "	6 " "	" "	" "	" "	11 " 10 "
May, . . .	" 30 "	6 " "	" "	" "	" "	11 " 10 "
June, . . .	" 30 "	6 " "	" "	" "	" "	11 " 10 "
July, . . .	" 30 "	6 " "	" "	" "	" "	11 " 10 "
August, . . .	" 30 "	6 " "	" "	" "	" "	11 " 10 "
September, . . .	" 30 "	6 " "	" "	" "	" "	11 " 10 "
October, . . .	" 40 "	5 " 45 "	" "	" "	" "	10 " 25 "
November, . . .	" 40 "	4 " 50 "	" "	" "	" "	8 " 50 "
December, . . .	" "	4 " 35 "	" "	" "	" "	8 " 15 "

Average working time each day, 10 hours and 17 minutes.

The average working time each day at Clinton Prison, was 10 hours 24 minutes.

AT SING SING PRISON—TIME TABLE.

MONTH.	Time of unlock- ing.	Time of locking.	Time occupied in emptying tubs.	Time oc'd in going from cells to shops, and washing.	Time occupied for breakfast and dinner.	Working time each month.
December, ..	15 minutes to 7	45 min. after 4	10 minutes.	10 minutes.	2 hours 30 minutes.	7 hrs 10 min.
January,	15 "	"	"	"	"	7 " 10 "
February, ...	30 "	"	"	"	"	7 " 25 "
March,	50 "	30 "	"	"	"	8 " 30 "
April,	30 "	6 "	"	"	"	9 " 40 "
May,	30 "	6 "	"	"	"	9 " 40 "
June,	30 "	6 "	"	"	"	9 " 40 "
July,	5 "	6 "	"	"	"	10 " 10 "
August,	5 "	6 "	"	"	"	10 " 10 "
*Sept. 18, ...	30 "	6 "	"	"	"	9 " 40 "
To Sept. 30, ..	30 " past 6	6 "	"	"	50 minutes.	10 " 20 "
October,	7 "	15 min. after 5	"	"	"	19 " 05 "
November, ...	7 "	30 " 4	"	"	"	8 " 20 "

Average working time for the year, per day, 8 hours 55 minutes.

* Commencement of taking meals in new mess room.

FISCAL CONDITION.

At the Auburn prison the total amount of cash received from all sources during the year ending 30th September, 1850, including cash on hand at the commencement of the year, was..... \$79,573 11
 The total amount of expenditures for all purposes, was 71,164 07
 Leaving a cash balance on hand, Sept. 20th, 1850,.... \$8,409 04

The cash balance on hand at the commencement of the year, was..... \$10,835 80

The earnings of the prison during the year ending Sept. 30th, 1850, amounted to..... 68,483 75
 The expenditure for ordinary support for the same period, was..... 56,165 87
 Excess of cash earnings over the expenses for ordinary support,..... \$12,317 88

This, compared with the previous year, shows an increase of earnings of \$13,720.99, which arises from the larger number of convicts in the prison.

The cash resources of the prison on the 30th of September, 1850, including cash balance as above, balances of accounts, &c., were \$9,006.98.

During the year ending September 30th, 1850, the average number of convicts being 611, the average amount of earnings of each convict, was..... \$103 62
 Less than in 1849, (or a decrease of 8 mills per day,).... 3 35

The daily average earnings of each convict during the same period, was 28 3-10 cents.

The daily average expense of each convict has been, during the same period, 23 3-10 cents, being less by 2 cents than in 1849.

The yearly average expense per convict in 1849, <i>including</i> salaries of officers, &c., was.....	\$96 32
The yearly average in 1850, was (including salaries, &c.,)	91 92

Less expenses for each convict in 1850,.....	<u>\$4 40</u>
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The average earnings of each convict over expenses in 1850, was, <i>including</i> salaries of officers,	\$11 68
The same in 1849, was.	10 63

Difference in favor of 1850,.....	<u>\$1 05</u>
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The average expenses of each convict, <i>exclusive</i> of officer's salaries, &c., in 1849, was	\$51 75
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The average expenses of each, <i>exclusive</i> of officers, in 1850, was.....	47 43
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Difference in favor of 1850,.....	<u>\$4 32</u>
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The average earnings over expenses, <i>exclusive</i> of salaries of officers, in 1850, was.	\$56 17
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The same in 1849, was.	55 20
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Difference in favor of 1850,.....	<u>97</u>
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The daily average number of convicts employed upon contract, was 557.

The daily average earnings of each convict upon contract, was 44 2-10 cents.

The sum of \$9,006.98, remaining in the agent's hands at the close of the fiscal year, was immediately called for to defray the expenses already incurred in building necessary shops; but the situation of this prison is now such, by the disposition of the convicts upon productive contract employment, that its earnings will meet all its ordinary expenses, and the inspectors have reason to hope, that there will be a surplus to defray the cost of some very necessary alterations in the prison buildings, during the present year.

At Sing Sing, the total cash receipts from all sources, including the

Cash balance on hand, for the year ending September, 1850, amount	
Do,	\$99,539 70
The cash payments for all purposes during the same period, were.....	95,828 64
Leaving a cash balance on hand Sept. 30th, 1850,	<u>\$3,711 06</u>

The total amount of expenditures during the fiscal year, for the ordinary support of the male and female prisons was	\$76,815 36
The total amount of earnings, from all sources, was..	70,234 99
Excess of expenditures over earnings,	<u>\$6,580 37</u>

From this sum should be deducted, being the portion of the earnings of the last fiscal year not yet paid for, and therefore not included in the above, but will be found in the list of debts due the prison, which accompanies the agent's report,	5,451 22
Actual excess of expenditure over earnings,	<u>\$1,129 15</u>

The total expenses for the support of the female prison are estimated at	\$10,930 50
The total amount of earnings of the female prison were	3,165 13
Excess of expenditures over earnings,	\$7,765 37
Deduct total of expenditures over earnings for both prisons,	<u>1,129 22</u>

By which it satisfactorily appears that the earnings of the male prison exceed the expenditures for its own ordinary support in the sum of.....	<u>6,636 22</u>
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The total earnings of the male prison deducting the female earnings are	\$72,521 08
The total expenditures for male prison, deducting the expenses of the female prison are.....	65,884 86
Excess of earnings in male prison over its expenses,..	<u>\$6,636 22</u>

In 1850 the total earnings of both prisons including the sum still due from contractors amounted to.....	75,686 21
In 1849 the total earnings were.....	66,379 84
Difference in favor of 1850,.....	<u>\$9,006 37</u>

The total expenditures for the ordinary support of the male and female prisons in 1850, was.....	\$76,815 36
During 1849 the same expenditures were.....	68,973 64
Excess in 1850,	<u>\$7,841 72</u>

The daily average of convicts in 1850 over 1849, was 59.	
The average earnings of each convict male and female during the year ending September 30th 1850, was..	\$97 65
The same during 1849, was	92 71
In favor of 1850,	<u>\$4 94</u>

Total average cost of ordinary support of each male and female convict for 1850, was.....	\$99 11
The same in 1849, was... ..	96 33
Excess in 1850,.....	<u>\$2 78</u>

Average expenses of each convict over earnings in 1850, was.....	\$1 46
The same in 1849, was	3 62
In favor of 1850,.....	<u>\$2 16</u>

Average expenses <i>exclusive</i> of salaries, in 1850,	\$55 29
The same in 1849,.... ..	54 29
Difference in favor of 1849,.....	<u>\$1 00</u>

Average earnings of each convict over expenses in 1850, (exclusive of salaries,) was.....	\$42 36
The same in 1849, was	38 42
Difference in favor of 1850,	<u>\$3 94</u>

Of the male prison only :

average earnings per convict in 1850,	\$104 49
average expenses per convict in 1850,	94 52
average earnings per convict over expenses,	9 97
average expenses <i>exclusive</i> of salaries of officers,	45 80
average earnings <i>over expenses, exclusive of salaries</i> ,...	58 69

Of the female prison only :

average earnings per convict for 1850,	\$40 57
average earnings per convict for 1849,	29 66
Difference in favor of 1850,	<u>\$10 91</u>

The earnings of the Sing Sing prison are considerably less than as anticipated in the early part of the year, owing to the interruption of business by the fires which occurred in February and August.

The absence of remunerating employment while the workshops were being rebuilt, and the derangement of the affairs of the contractors, which rendered it inexpedient for them immediately to employ their full complement of men, left a large unproductive force on the hands of the agent during a considerable portion of the year. In the reconstruction of these shops care has been taken to guard against a general conflagration at any future time, while their enlarged dimensions will enable the agent to place all the able bodied convicts on contract labor, which experience has demonstrated to be the only kind of prison employment which can be relied upon to defray the ordinary expenses.

EXISTING INDEBTEDNESS AT SING SING.

Notwithstanding the fiscal affairs of the Sing Sing prison have been judiciously managed during the past year, the large expenditures for building materials and other circumstances he could not have foreseen, rendered it impossible for the agent to pay the previously existing indebtedness, and compelled him to incur other liabilities amounting to \$5,000.

The indebtedness of the prison on the 30th September last, was as follows :

Due George E. Stanton, for rations furnished in 1848,.	\$3,168 91
William Radford & Co., for groceries in 1848,..	522 05
Romer & Riggs, for Indian meal in 1847,.....	182 58
Two drafts made by Sam'l Taylor and accepted by Chauncey Smith as agent in 1848, one for \$1,800.00, the other for \$2,200.00, now held by M. Mitchell, Esq.....	4,000 00
Indebtedness existing in 1848, exclusive of interest, ..	\$7,873 54
incurred during the last fiscal year,	5,000 00
Total indebtedness September 30th, 1850,	<u>\$12,873 54</u>

The drafts now held by Mr. Mitchell were accepted by Mr. Smith in payment for rations, and were charged in his monthly accounts as cash expended. In 1849 it was ascertained that these drafts and others accepted under similar circumstances and charged as cash payments, remained unpaid, and that the holders looked to the State for their adjustment.

In February, 1849, Mr. Smith, whose connection with the prison had then ceased, filed a balance sheet with the Comptroller, purporting to embrace all his receipts and expenditures while acting as such agent, and by which he claimed that the State owed him \$5,943.35. A protracted litigation ensued, which delayed the payment of the above drafts, but which resulted in an award of upwards of \$600 against Mr. Smith, the State assuming the payment of Mr. Mitchell's demand.

The claims of Messrs. Mitchell, Romer & Riggs, and Radford, & Co., are all in judgment, and like Mr. Stanton's, having been long due, are justly entitled to legal interest.

Among the debts due this prison there is a demand of \$6,030.73, against Hotchkiss & Smith, for convict labor.

Subsequently to the contracting of this debt, those gentlemen obtained an award against the agent of over \$13,000.00, for alleged damages by the nonperformance of contract. Notice of the assignment of this award has been served upon the agent, and the Inspectors have thought it proper to call your attention to the existing claim

against that firm, which should be deducted from their award of \$13,000.00, if an appropriation should be made to pay the same.

At Clinton prison the cash receipts, from all sources during the fiscal year ending September 30th, 1850, were..... \$37,567.55
 The expenditures for all purposes during the same period,
 were..... 37,693 97
 Shewing a deficiency in the receipts of..... \$126 42

The receipts of the prison, during the past fiscal year, were as follows :

Legislative appropriations,.....	\$24,723 01
Cash balance on hand,.....	242 59
Sales of ore,.....	12,119 12
Sundry articles sold, &c.,	131 27
Machine shop,.....	15 18
Visitors,	124 00
Blacksmith's shop,.....	110 36
Convicts' deposits and interest, &c.,.....	102 02
	<u>\$37,567 55</u>

The earnings of the prison during the past
 fiscal year, were for iron sold and delivered \$12,119 12
 Iron ore on hand Sept. 30th, 1850,..... 9,000 00
 Blacksmith's and machine shop,..... 482 83
 Vegetables raised on State land by convict
 labor, 250 00
 Total earnings,..... \$21,851 95

The average earnings of each convict was, for the year ending 30th
 September, 1850,..... \$183 62
 The average expenses of each convict during the same pe-
 riod, was..... 274 92
 Excess of expenses over earnings, for each convict,..... \$91 30

The large excess of expenses over earnings is accounted for by the agent, upon the ground that the exposed situation of the prison and the manner in which the convicts are necessarily scattered in the prosecution of their labor, demand as much force in guarding them as would be required to keep a much larger number at the other prisons.

Much labor has been performed, however, by the few convicts here detained. About 7000 tons of ore have been raised and separated; the grounds of the prison enclosure have been graded, improved and cultivated; the vegetables for prison use have been produced from prison land; fifty rods of the plank road was constructed, and the plank for two miles and a half furnished by convict labor.

The prosecution of the iron business cannot be relied upon as the only source of convict employment or prison support.

The absence of ore in any considerable quantities upon the State land, the small number of men required to carry on the work in proportion to the whole number sometimes confined, the heavy expenses incurred in machinery and citizen's labor, the competition which will frequently exist with neighboring establishments engaged in the same business, and the fluctuations in the market value of the ore, forbid the hope that it can ever become a reliable employment, disconnected with other branches of business. The Inspectors have therefore urged forward the completion of the plank road with the hope that the easier and more convenient access to the prison which it affords, would induce manufacturers to contract for the services of the convicts, thereby securing permanent and remunerating employment.

It will be seen by the agent's report that the expenses incurred on account of the plank road, and the unusual depression in the iron trade have materially affected the finances, and compel him to ask for legislative aid to satisfy existing liabilities, and to provide, in part, for the current expenses of the present year.

IMPROVEMENTS.

At the Auburn prison there have been erected during the year, two brick shops, one of which is 290 feet long by 40 feet wide. The other is 130 feet by 40 feet. They are both spacious and well ventilated, two stories high, and covered with tin.

A substantial brick building, 130 feet by 35, and one story high, has also been erected, for the use of the machine contractors as a boiler shop.

At Sing Sing the structure for a mess room, chapel, hospital, and kitchen, has been completed, and is now occupied in all these departments.

Four stone shops, 210 feet long by 40 feet wide, have been erected on the ruins of the fire which occurred in February last. Two of these are covered with slate, and the others with galvanized iron and tin.

The north wing of the prison, which was partly destroyed by fire in August last, was speedily rebuilt, the upper story raised higher and the roof covered with slate.

A stone building, 100 feet by 40, has been raised one story and covered with slate, to be used as a dye and dry house, by a carpet contractor.

A frame building, 100 feet long by 35 wide, has been erected for the hat contractor.

The wooden roofs have been removed from the male and female prisons, the warden's house, and the north and south wings, and they are now covered with slate.

A sea-wall has been built in the river, extending 340 feet north of the present dock, and by back filling with the surplus earth excavated from the railroad, a handsome piece of land has been made, convenient and valuable for prison purposes.

Several engine houses have been erected of brick, the old chapel divided into an upper and lower story, and converted into a hat factory, the old hospital into a state shop and clothes room. 460 feet of stone sewers have been laid, and the Croton water introduced into the new buildings.

All these improvements have been accomplished by convict labor, the expenditure for building materials amounting to only \$18,251.77.

At Clinton prison the construction of a plank road to the Saranac plank road at Elsinore, 4 miles and 78 rods, is the principal improve-

ment. In addition to the convict labor bestowed upon this road, it has cost the State about \$7,500, an expenditure well applied when we consider its importance to the prison in the easy and convenient transportation of ore, lumber, and other heavy articles, over a marshy section of country where, at certain seasons, the ordinary road was almost impassable.

An ore house which will contain 3,000 tons, and a stone magazine for the safe deposit of powder and arms, have been erected. Eighty acres of State land have been cleared and seeded, and the prison grounds greatly improved.

PROSPECTIVE IMPROVEMENTS.

We know of no important improvements called for, either at Auburn or Clinton.

At Sing Sing an extension of the north wing 85 feet towards the river, for the accommodation of a saw and file contract, is nearly completed. The foundation is now laid for a stone building 50 feet by 30, with a wooden wing 100 feet by 30, for the manufacture of shooks. These structures will be completed during the present winter, by convict labor. The earnings of the men, whose labor is at present unproductive, but who will find employment on these new contracts, will soon defray the expense of materials.

The agent and warden of this prison have again called our attention to the subject of a wall around the buildings, and our own knowledge of the difficulties under which they labor without it, satisfies us of the necessity of its erection. This necessity has become apparent to every one since the opening of the Hudson river railroad and the introduction of the table system for supplying the rations.

In their last annual report the Inspectors invited attention to this desired improvement, and they would again urge it upon the consideration of the Legislature, as one involving the preservation of property, the safe keeping of the convicts, the lives of the officers, and an economical management of the police department.

Collecting six or seven hundred men at meal times, under the control of some twenty unarmed keepers, and without walls to arrest a

preconcerted flight, is offering them a strong inducement to revolt; yet such is and must continue to be the condition of this prison until a guard wall is erected.

Previous to the opening of the railroad there was no public highway through the prison land within the guard limits, and strangers seldom entered upon it after night fall. At present the railroad track is the common thoroughfare for citizens, strangers, and stragglers, after sunset, and it enables the discharged convict or any evilly disposed person, to find his way to the property of the State or the contractors, or to apply the incendiary torch to any of the buildings at all hours of the night.

The construction of this wall would allow us to dispense with one-third of the present number of guards, thereby making a saving which would redeem the cost of its erection in five or six years. It would render the prison free from numerous dangers from without and within; it would enable us to work more hours, thus enhancing the value of convict labor, while contractors would more readily invest their capital in prison manufactures. Other reasons of importance to the management of the prison, might be urged in favor of this improvement.

By reference to the annexed diagram of the prison premises, the position of the railroad in connexion with the buildings will be seen.

The cost of the necessary wall will amount to \$25,000.00, which is based upon careful estimates made by the architect of the prison. The advantages which will result from its construction can hardly be appreciated, except by the officers connected with its management, or those who may have examined its defenceless condition. We, therefore, again present this subject to the Legislature, and respectfully solicit a favorable consideration.

PRISON FARM.

By the annexed diagram of the prison property, it will be seen that there is a lot of land, containing about fifty acres, laying east of Spring street, by which it is separated from the residue of the farm. This portion of the land is valueless for any prison purposes. It contains no marble and is too far removed from guard limits to admit of its being cultivated by convict labor.

From its proximity to the village of Sing Sing, there are portions of it which would be valuable for building lots, and residents of that place have expressed a desire to purchase it for the purpose of a village cemetery.

As its possession by the State involves a loss rather than gain, we would recommend the passage of an act authorizing its sale.

APPROPRIATIONS.

The balance remaining in the hands of the agent of the Auburn prison, is deemed sufficient to meet all demands against it, and that officer is confident that its revenues arising from convict labor will defray all its expenses for the current year.

For the Sing Sing prison the following appropriations are deemed absolutely necessary :

For the payment of debts existing prior to January, 1849,	\$8,000 00
For the payment of debts contracted during the past fiscal year,.....	5,000 00
For current expenses, the most of which have been incurred since the close of the last fiscal year,	12,000 00
	<hr/>
	\$25,000 00
	<hr/>

Beyond this the Inspectors would recommend an appropriation of \$25,000.00, to be applied to the construction of a wall around the prisons, to be drawn from the Treasury upon the warrant of the Comptroller, in sums of \$5,000.00; the agent's draft in all cases to be certified by the Inspector in charge, that the money is required for that specific purpose.

The Clinton prison will require an appropriation of \$20,000.00 to meet its existing liabilities, and to provide, in part, for its maintenance during the current year.

All of which is respectfully submitted,

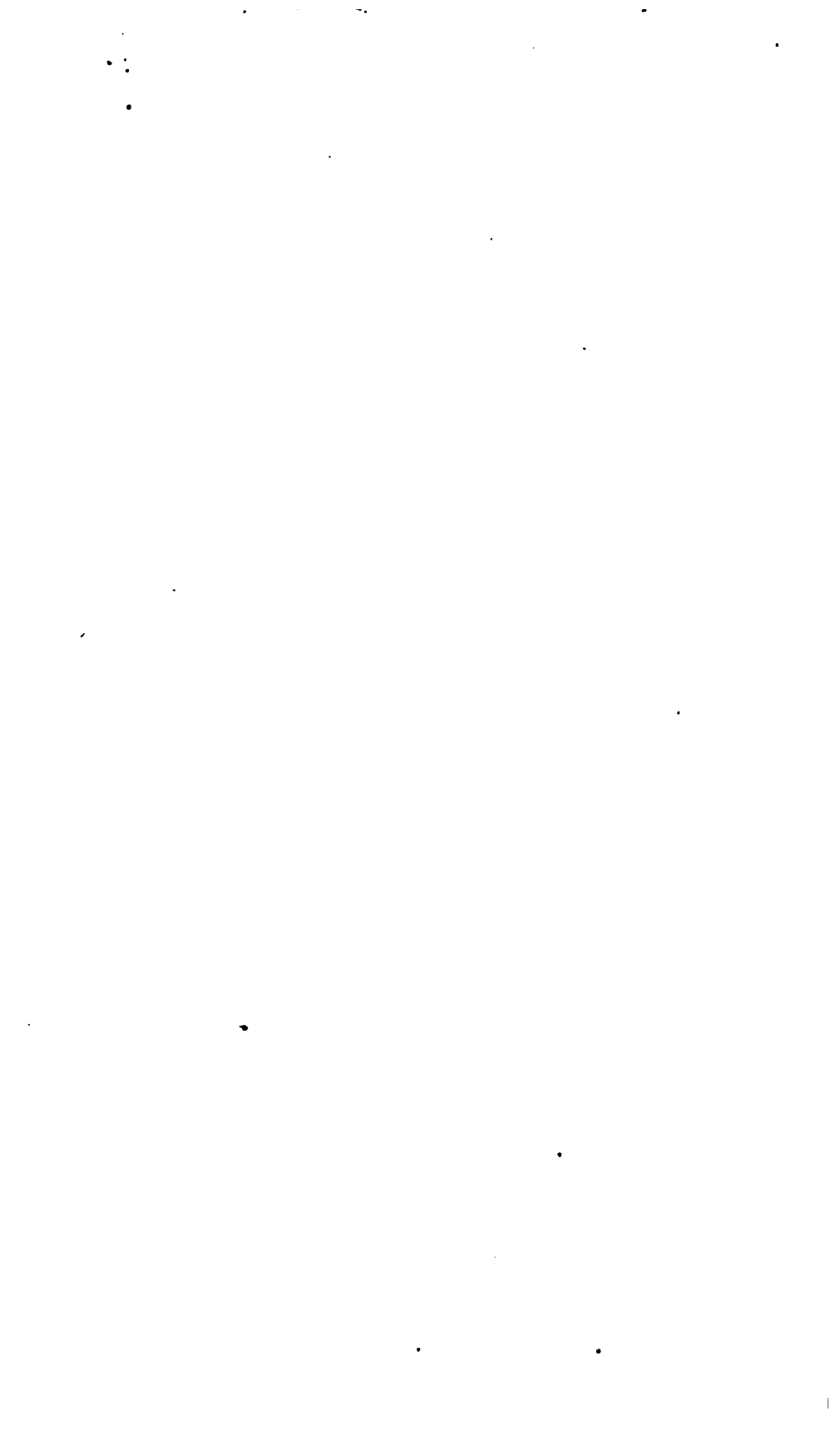
ALEXANDER H. WELLS,
DARIUS CLARK,
DAVID D. SPENCER,

Inspectors of State Prisons.





DOCUMENTS
IN RELATION TO AUBURN PRISON.



AGENT'S REPORT.

STATE PRISON, AUBURN, }
December 1st, 1850. }

To the Inspectors of State Prisons:

Gentlemen—In conformity with the requirements of the statute, I herewith present you a statement of the fiscal operations of this prison during the year commencing Oct. 1, 1849, and ending Sept. 30, 1850:

By reference to "Statement A," it will be seen that
the total amount of cash received from all sources
during the year, (including cash balance on hand, Sep-
tember 30th, 1849) of \$10,835.50, was..... \$79,573 11
And the total amount of expenditures for all purposes,
was..... 71,164 07

Leaving a cash balance on hand September 30, 1850,.. \$8,409 04

Of the total amount of \$71,164.07 expended as above during the year, there has been disbursed in buildings, payment of costs of suits \$14,998 $\frac{7}{10}$. Of which last amount about \$7,000 was for the new spin shop and shafting, cooper and tool shops, which were commenced by the late agent, but not completed at the close of the then fiscal year, and are necessarily made part of the expenses of the past year. The balance has been expended in the erection of new shops for the accommodation of the machine and carpet contractors. Both shops are two stories high and covered with tin. One is 290 feet in length, and 40 feet in width. The other is 135 feet in length, and 40 feet in width. Also a boiler shop for the machine contractors, one story high, 135 feet long and 35 feet wide. These buildings were rendered necessary not only from the dilapidated and leaky condition of the old shops, subjecting the State to claims of contractors for

damages, but also from the increased number of convicts on those contracts.

The earnings of the prison during the year "Statement

B," amount to..... \$68,483 75

And the expenditures for *ordinary support* during the same

time..... 56,165 87

Excess of earnings over *ordinary support* 12,317 88

This compared with the previous year shows an increase of earnings of \$13,720.99, which is owing to the large number of convicts in the prison.

The cash resources of the prison September 30th 1850,

were "Statement C,"..... \$9,006 98

The inventory of State property on hand at that date

amounts to "Statement E,"..... \$26,712 30

The daily average number of convicts was 61, an increase over 1849 of 149.

The daily average earnings of each convict was $28\frac{2}{5}$ cents which contrasted with the previous year, shows a decrease of about 8 mills.

The daily average *ordinary expense* of each convict was $23\frac{2}{5}$ cents, being 2 cents less than 1849.

The average costs of rations during the year was $6\frac{1}{5}$ cents.

The daily average number of convicts employed on contracts was 557.

The daily average earnings of each convict actually employed on contract was $44\frac{2}{5}$ cents.

The outstanding debts against the prison September 30, 1850, for building materials are estimated in round numbers at \$12,000. And for supplies for prison \$1,000, making a total indebtedness of \$13,000, which exceeded the cash then on hand \$4,600.

The larger portion of this debt, however, has, at the date of this report, been paid, besides meeting all the expenses of the prison; and it is safe to estimate that the residue will also be paid by the 1st of March next.

BENJAMIN ASHBY,

Agent.

STATEMENT A.

*Showing the cash received from all sources, during the year ending
September 30, 1850.*

Cash balance on hand September 30, 1849, \$10,835 80

Cash received from :

Cabinet Shop.

Parsous, Hewson & Segoine,..... \$7,285 34

Tool Shop.

Casey, Kitchell, & Co.,..... 6,655 62

Machine Shop.

Beardsley, Keeler & Curtis,..... 5,920 80

Carpet Shop.

Josiah Barber,..... 28,292 05

Shoe Shop.

E. P. Ross,..... 7,376 07

Cooper Shop.

Chester Fanning,..... 2,916 76

Hame Shop.

Hayden, Holmes, & Co.,..... 5,743 46

\$64,190 20

Visitors, 1,710 73

Convicts' deposits,..... 111 28

For rations sold, 1,389 40

For building and repairs, (old lumber &c.,) 374 59

For fire wood, oil, &c., 172 65

\$3,758 65

On account of prison.

For cash from Comptroller, (annual appropriation for library,) 100 00

Swill, convict labor, job work, &c.,... 239 39

Rent, 100 00

Manure, 33 00

Interest,	\$78 79	
Cash of A. V. Pulsifer on old account for swill,.....	146 28	
Sale of horse,.....	90 00	
	<hr/>	788 46
Total receipts,.....		<u>\$79,573 11</u>

Cash expended during the year ending September 30, 1850, as follows:

For rations,.....	\$18,249 70	
Hospital,.....	878 82	
Clothing and bedding,.....	3,022 66	
Building and repairs,.....	15,440 79	
Fire wood, oil, &c.,.....	3,181 84	
Hay and grain,.....	63 09	
Stock and tools,.....	174 07	
Furniture,	269 97	
Printing and stationery,.....	279 42	
Discharged convicts,.....	1,042 17	
Salaries of prison officers,.....	17,628 96	
Pay of guard,.....	7,200 00	
Miscellaneous,	3,732 58	
	<hr/>	
Total expenditures,.....		<u>\$71,164 07</u>

STATEMENT B.

*Showing the earnings of the Auburn State Prison for the year,
ending September 30, 1850.*

Cabinet Shop.

Parsons, Hewson and Segoine, contractors for labor.... \$7,285 34

Carpet Shop.

Josiah Barber, contractor for labor,..... 28,292 15

Cooper Shop.

Chester Fanning, contractor for labor, 2,916 76

Hame Shop.

Hayden & Holmes, contractors for labor,..... 5,743 46

Machine Shop.

Beardsley, Keeler & Curtis, contractors for labor,..... 5,920 80

Shoe Shops.

E. P. Ross, contractor for labor, 7,275 60

Tool Shop.

Casey, Ketchell & Co., contractors for labor,..... 6,655 62

Prison.

Interest, rent, swill and job work,..... \$378 79

Support of U. S. convicts,..... 773 82

Visitors, 1,710 73

Add for sales of sundry articles which
were purchased for prison use and reck-

oned as part of the expenditures, 1,530 63 4,394 02

Total earnings, \$68,483 75

STATEMENT B, (*Continued.*)

*Showing the expenditures for ordinary support, &c., during the year
ending September 30, 1850.*

Total amount of expenditures during the year

as per "Statement A," \$71,164 07

From which should be deducted, for

Extraordinary building and repairs,

New spin shop,

" cooper shop,

" machine "

" carpet "

and additions to spin and tool

shops, about..... 13,768 24

Miscellaneous.

Costs in the Cooley, Hill and Barber suits,	1,229 96	
	<u> </u>	14,998 20
		<u><u>\$56,165 87</u></u>

STATEMENT C.

Showing the resources of the Auburn State Prison September 30, 1850.

Cash on hand,.....	\$8,409 04
Sundry accounts against different individuals for wood, job work, &c.,.....	<u>597 94</u>
Total cash resources,.....	<u><u>\$9,006 98</u></u>

(E.)

SYNOPSIS

Of inventory of State property of the State prison at Auburn, September 30th, 1850.

Rations,	Pork, potatoes, wheat, corn, molasses, &c.,	\$1,989 76
Kitchen,	Kids, tubs, stoves, tables, &c.,	1,227 19
Cooper shop,	Stoves, kids, tubs, desks, stoves, &c.,	25 39
Tool shop,	Stoves, desks, tubs, pails, &c.,	48 37
Carpet shops,	Stoves, desks, tubs, pails, &c.,	97 72
Soap house,	Soap, caldrons, tubs, pails, &c.,	200 75
Hame shop,	Stoves, desks, tubs, pails, &c.,	41 06
North yard,	Pumps, carts, stone, &c.,	240 28
Engine house,	Fire engine and hose,	1,414 75
Cabinet shop,	Engine, boiler, shafts, stoves, tubs, pails, &c.,	2,036 96
Shoe shop,	Shoes, boots, leather, benches, stoves, tools, &c.,	773 39
Rug shop,	Shoes, desk, tubs, pails, &c.,	11 37
State cellar,	Barrels, boxes and lumber, &c.,	283 80
Machine shop,	Stoves, desk, tubs, pails and beds, fixtures, &c.,	1,436 88
Spinning shop,	Carding machines, shafts, stoves, &c.,	961 63
State tailor shop and weaving shop,	Stoves, tubs, pails, chairs, tools, &c.,	-496 68
Wash room,	Caldrons, tubs, boards, pails, &c.,	83 71
South wing,	Stoves, furnaces, night tubs, hammocks, &c.,	583 81
Wheel house,	Stove, rake, wrenches, &c.,	48 25
Guard houses,	Stoves, kids, pails, chairs, muskets, &c.,	34 19
Armory and chapel,	Stoves, lamps, chairs, benches, &c.,	212 13
Agent's office,	Session laws, table, desk, carpet, &c.,	468 31
North wing,	Stoves, furnaces, night tubs, lamps, hammocks, &c.,	1,304 98
Hospital department,	Desk, benches, chains, instruments, &c.,	489 61
Dead room,	Old tools, old castings, boards, &c.,	312 79
Chaplain's office,	Tables, book case, stoves, chairs, &c.,	812 36
Clothing and bedding,	Coats, pants, vests, blankets, mattresses, pillows, &c.,	6,926 50
Old hospital,	Lamps, globes, lumber, ropes, &c.,	43 00
Clothes room,	Coats, pants, boots, shoes, &c.,	207 61
South yard and keeper's hall,	Lumber, hall lamp, settees, &c.,	183 87
Clerk's office,	Safes, desks, tables, stationery, &c.,	282 96
Carpenter and tinker shop,	Tools, tool chests, benches, &c.,	269 95

SYNOPSIS—(CONTINUED.)

Paint shop,	59 76
West yard,	1,365 88
Warden department,	922 63
Hospital drugs, &c.,	536 14
Glass, putty, paint, tools, &c.,	
Pumps, stone, tools, lumber, &c.,	
Stoves, wardrobe, oilcloth, tubs, pails, &c.,	
Medicine and instruments,	
	\$26,712 30

STATE OF NEW-YORK, { ss.
CAYUGA COUNTY,

Benjamin Ashby, agent, and William Andrews, clerk of the Auburn State prison, being duly sworn, depose and say, that the foregoing synopsis is correct and true according to the best of their knowledge and belief.

BENJAMIN ASHBY, Agent,
WM. ANDREWS, Clerk.

Subscribed and sworn before me this }
11th day of December, 1860.

JAMES H. BOSTWICK, Justice of the Peace, Cayuga County.

AUBURN PRISON, }
Nov. 1, 1849. }

To the Inspectors of State Prisons:

The agent respectfully reports, that the following is a true statement of the moneys received and expended for the general support of said prison during the month ending October 31, 1849.

1849

October. For balance brought from September acc't., \$10,835 80

For cash received this month as follows:

Cabinet shop, Parson, Hewson & Co.,....	\$646 42	
Shoe do E. P. Ross,.....	732 78	
Tool do Casey, Ketchel & Co.,....	449 77	
Hame do Hayden & Holmes,	419 00	
Visitors, 610 persons,	152 50	
Convicts' deposits,	16 42	
Prison Inst., barrels, &c. sold,	53 04	
		2,469 93
		<u>\$13,305 73</u>

Cash expended this month as follows:

Paid A. H. & I. Burt, 2 hds. codfish, 2 qtls,	67 25
William Hills & Co., 1800 lbs. flour,.	54 00
John O'Hara, 58 $\frac{1}{2}$ bush corn,.....	51 58
Ira Hopkins, 19 $\frac{1}{2}$ bush potatoes,.....	7 20
H. T. Dickinson, 1343 lbs. fresh beef,	33 58
A. Olmsted, 14 bush. potatoes,	5 25
C. T. Ferris, 291 $\frac{1}{4}$ bush. wheat, ...	345 85
J. H. Underwood, 51 $\frac{1}{2}$ bush. wheat, }	
29 $\frac{1}{2}$ bush. potatoes, }	68 85
J. E. Patton, 763 lbs. fresh beef,....	24 68
E. & W. Osborn, 2946 lbs. fresh beef,	73 90
Elon Sheldon, 33 bush. potatoes,....	12 38
M. S. Babbit, 80 do wheat,	86 97
Benj. Lewis, 42 do potatoes,....	15 75
John O'Hara, 99 $\frac{1}{2}$ do corn,.....	59 53
E. Gregory, 51 do barley,.....	27 03

Ira L. Morse, 12 bush. potatoes,....	4 50
A. Olmsted, 15 " "	5 63
H. T. Dickinson, 1178 lbs. beef,....	58 16
L. Olmsted, 23 bush. potatoes,	8 63
J. E. Patten, 940 lbs. beef,.....	23 50
Harvey Lyon, 194 ³⁴ bush. wheat,..	212 61
Wm. Turman, 24 " potatoes,	9 00
O. C. Hubbard, 174 ²⁷ " corn,...	104 67
Robert Tuttle, 36 $\frac{1}{2}$ " beans,..	22 81
H. L. Dickinson, 996 lbs. beef,....	24 90
Wm. Pussey, 111 " mutton,..	3 50
L. Olmsted, 28 bush. potatoes,....	10 50
Rowell Curtis, 128 " "	48 00
Jesse Lockwood, 28 " "	10 50
John Fowler, 4003 lbs. rice,.....	133 54
Coman, Hopkins & Co., N. Y., bill of molasses,.....	564 96
John Dean, 2251 lbs. beef,.....	71 41
A. C. Munger, 4 bbls. salt,.....	5 00
A. T. Wilber, 344 ³⁸ bush. wheat,..	387 70

 2,643 38

Hospital.

Paid A. C. Munger butter, tea, indigo, &c.	13 64
David Mills, 120 qts. milk,.....	4 20

 17 84

Clothing and bedding.

Paid Lester & Bradley, silk, cotton and lin- en, thread, buttons, thimbles, &c.,	37 70
C. & H. Carpenter, 16 second hand hats, 2 doz glazed caps,	15 00
D. N. Smith, 2 doz. buckskin mittens,	12 00
Enos Bostwick, 1 hat,	50
S. Schenk, 1 pr. tailor shears,.....	2 00
Clarrissa Jenkins, 4 vests,.....	5 00
Isaac Stockton, 1 coat,.....	3 00

 75 21

Building and repairs.

Paid Allen & Patchen, 505 bush. lime...	63 13	
Bearsdley, Keeler & Co., smith work	76 74	
J. F. Terrill, hoop iron, widow sash,		
&c.,	21 25	
W. H. Kelsey, 4,310 bricks,	20 59	
A. A. Sabine & Co., 4,955 feet oak		
timber,	86 71	
William Hall, 2 days team work,...	4 50	
A. A. Vanderheyden, 1 $\frac{1}{4}$ days farm		
work,	3 94	
W. Hall, drawing 6 loads of sand..	1 50	
	<hr/>	297 41

Fire wood, oil, &c.

Paid A. H. & J. Burt, sperm oil, lard,		
&c.,	195 65	
Coman, Hopkins, N. Y., sperm oil,		
lard, &c.,	212 69	
	<hr/>	408 34

Hay, grain, &c.

Paid J. H. Underwood, 1,390 lbs. Hay,.	4 87
--	------

Stock and tools.

Paid J. F. Terrill, 1 turning saw,	50	
Arnold Jenkins, half dozen gross		
combs,	2 64	
Lester & Bradly, razors, combs,		
needles, &c.,	28 88	
	<hr/>	26 02

Printing and stationery.

Paid J. S. Ivison, library books, April,		
1849,	33 57	
L. P. Hubbard, 50 bibles and box,.	31 75	
	<hr/>	65 32

Furniture.

Paid J. F. Terrill, knives and forks,		
spoons, &c.,		9 70

Discharged convicts.

Paid discharged convicts this month,.... 40 59

Salaries of prison officers.

Paid pay roll of officers, keepers and
teachers,..... 1,431 03

Prison guards.

Paid pay roll of 20 guards,..... 611 40

Miscellaneous.

Paid H. C. Gillett, agent, telegraphic dis-	
patch to Detroit, Syracuse, Oswego,	
in reference to an escaped convict,	6 03
W. H. Seward counsel fees of Josiah	
Barber against the agent,	250 00
E. A. Warden 1 quarter letter postage,	11 11
Augustus Culver, extra guard night of	
the fire in the prison,	1 00
Josiah Chatfield, extra guard time of	
State fair,	1 50
R. B. Richardson, do do do	1 00
Nathan Osborn, do do do	1 00
S. S. Austin, horse and buggy pursu-	
ing escape,	3 00
Robert Jenkins, 5½ days extra guard	
the week of the fire and State fair,	5 50
Tunis Huffman, shoeing State horse,	25
J. P. Pulsifer, refreshments for fire-	
men after the fire in prison,	7 50
H. T. Cook, 8 affidavits, ag't and cl'k,	1 00
Martin Galvin Rowan, apprehending	
Arthur Blaire, escaped convict,...	50 00
Pattison & Dortin, N. Y., 1,547 lbs.	
tobacco,	220 76
J. & G. Clapp, 1 lumber waggon, &c.,	43 38
	<hr/>
	603 03

Total expenditures, \$6,234 12

Balance to new account, 7,071 61

\$13,305 73

STATE OF NEW-YORK, }
 Cayuga County, } ss.

H. Underwood, agent, and William Andrews, clerk of the Auburn prison, being duly sworn, depose and say that the foregoing account is true and correct according to their best knowledge and belief.

H. UNDERWOOD,
 W. ANDREWS.

Subscribed and sworn before me, }
 this 28th day of Jan'y, 1850. }

HORACE T. COOK,

Justice of the Peace, Cayuga County.

AUBURN PRISON, }
 Nov. 1, 1850. }

To the Inspectors of State Prisons :

The agent respectfully reports that the following is a true statement of the monies received and expended for the general support of the said prison, during the month of November, 1850.

1850.

Nov. For balance brought from Oct. ac't.,	\$7,071 61
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Cash received this month as follows :

Cabinet shop, Parson, Hewson & Co.,...	577 20	
Tool shop, Casey, Ketchel & Co.,.....	438 60	
Convicts deposits,	17 30	
Visitors, 330 persons,.....	82 50	
Building and repairs, stone sold,.....	8 90	
Rations, beef hams sold,.....	\$5 86	
Prison, soap &c., sold,	50 00	
Manure sold,	25 00	
	<hr/> 80 86	
		<hr/> 1,218 92
		<hr/> <hr/> \$8,290 53

Cash expended as follows :

Rations.

Paid C. G. Briggs, agent, freight on mo.	
lasses and rice from New-York,..	105 39
Chester Cook, 22½ bush. turnips,...	8 13
C. G. Briggs, agent, freight on 20	
bbls salt,	4 00
Thomas Dawson, 52 bush. beets,...	13 00

Paid Olmsted Havens, 33 bush. barley,..	16 40
Nathaniel Lynch, 191 lbs. beef,	5 73
Otis Inglas, 24 bush. potatoes,	9 00
T. S. Irvin, 330 lbs. beef,	10 50
Josiah Utter, cartage on 20 bbls. salt.	50
J. E. Patton, 1,298 lbs. beef,	32 45
Charles Caton, 117 lbs. beef,	3 51
H. T. Dickinson, 1,017 lbs. beef, ..	25 42
Orson Sunderland, 494 lbs. beef, ...	16 05
Smith Taylor, 92 bush. potatoes, ...	34 50
Jesse Lockwood, 20 bush. potatoes,	7 50
De Loss Bradley, 13½ bush. beans,	
3 bush. potatoes,	14 37
John Smith 2d, 25½ bush. bran,	25 25
John H. Hiser, 160 lbs. mutton,	4 80
A. P. Selover, 479½ do beef,	14 38
A. Ward, 51 bush. turnips,	12 75
De Loss Bradley, 19 bush. potatoes,	7 13
G. Van Arsdale, 222 lbs. beef,	7 87
John Blerefield, 351½ wheat,	385 44
John Smith, 2d, 18½ bush. beans, ..	18 75
N. Lynch, 922 lbs. beef,	28 12
H. L. Dickinson, 794 lbs. beef,	19 85
Russell Cappel, 465 do do	13 95
Henry Fellows, 2828 do do	90 80
Clark & Settser, 8½ do crackers, ..	68
A. P. Selover, 1312 do beef,	41 84
J. E. Patten, 1062 do do	26 55
Wm. Truman, 161 do do	4 83
Alanson Benson, 14½ bush. beans, ..	14 50
Edward Morse, 843 lbs. beef,	27 29
Charles Caton, 262½ do do	7 87
George Standart, 875 do do	28 55
Henry Fellows, 174 do do	5 22
E. & W. Osborn, 4128 do do	103 20
A. Selover, 926 do do	29 38
H. T. Dickinson, 986 do do	24 65
A. P. Selover, 443 do do	13 76

Hospital.

Seventy-six qts. milk, 2 66

Clothing and bedding.

Joshua Ward, 2 coats, 1 pr. pants, 3
vests, 10 50
Benjamin Ashby, 1 pr. pants, 1 50

12 00

Building and repairs.

Paid Daniel Frier, 14,841 bricks, 66 78
Samuel Phelps, jr., 72,921 feet hem-
lock timber, 729 21
Allen & Patchen, 446 bush. lime,.. 55 75
S. B. Brown, 52 stone window sills, 92 50
C. Tuttle, 119 lbs. white lead, 7 14
L. P. Hickok, stove plate, &c. 1 64
Casey, Ketchel & Co., 2 82

955 84

Printing and stationery.

Paid C. T. Ferris, blank sheriff receipts
for convicts, 10 00
bills escaped convicts, 1 00
advertising escaped convicts, 1 00

12 00

Discharged convicts.

Paid discharged convicts this month, 15 96

Salaries of Prison officers.

Paid pay roll officers, keepers, teachers,.. 1,385 05

Pay of guard.

Pay roll, 20 guard, 591 80

Miscellaneous.

Paid J. E. Taylor, expenses going to Al-
bany to see Gov. Fish with refer-
ence to pardons, by order of the
Inspectors, 22 10
H. Wilson, 1 keg powder, 5 00
Clark & Settser, 1 market basket, .. 38

A. A. Vanderheyden, team work, ..	2 25	
H. W. Standart, team work,.....	6 00	
		<hr/>
		35 68
Total expenditures,		<hr/>
		4,274 90
Balance to new account,.....		<hr/>
		4,015 63
		<hr/>
		\$8,290 53
		<hr/>

STATE OF NEW-YORK, }
Cayuga county. } ss.

H. Underwood, agent, and William Andrews, clerk of the Auburn prison, being duly sworn, depose and say, that the foregoing account is correct and true, according to their best knowledge and belief.

H. UNDERWOOD,
W. ANDREWS,

Subscribed and sworn before me, }
this 28th day of January, 1850. }

HORACE T. COOK,
Justice of the Peace, Cayuga county.

AUBURN PRISON, }
Jan'y 1, 1850. }

To the Inspector of State Prisons:

The agent respectfully reports, that the following is a true statement of monies received and expended for the general support, &c., of said prison during the month ending December 31st, 1849.

Balance brought from November account,		\$4,015 63
Cash received this month as follows :		
Hame shop, Hayden & Holmes,.....	451 80	
Shoe shop, E. P. Ross,.....	1,140 00	
Tool shop, Casey, Ketchel & Co.,.....	475 57	
Carpet shop, Josiah Barber,	1,500 00	
Rotion, rations sold,.....	68 94	
Convicts' deposits,.....	12 05	
Cabinet shop, Pearson, Hewson, & Co.,..	597 19	
Visitors, persons,.....	67 48	
	<hr/>	
		4,313 03
		<hr/>
		\$8,328 66
		<hr/>

Cash expended as follows :

Rations.

Paid Baker & Shoemaker, 10,231 lbs. beef,	328 81	
T. Tibbles, 996 lbs. beef,.....	29 88	
J. E. Patten, 438 lbs. beef,.....	10 95	
Enos Greenfield, 3,128 lbs. beef,..	98 56	
Clark & Sittson, 1 bbl. flour,.....	5 50	
Henry Brinkerhoof, 138 lbs. beef,..	4 14	
George Dough, cartage 20 bbls. salt,	50	
Amos Morgan, 18,162 lbs. mutton,..	544 86	
Edward Morse, 1,830 lbs. beef,....	58 17	
James Brokaw, 1,122 lbs. beef,....	36 29	
William Truman, 2,029 lbs. beef,..	61 98	
H. W. Tibbles, 1,824 lbs. beef,....	57 95	
J. O. Hendricks, 1,403 lbs. beef,..	42 96	
Nathaniel Lynch, 588 lbs. beef,....	17 64	
J. N. Starin, 20 bbls. salt,.....	17 50	
J. C. Hendricks, 586 lbs. beef,.....	17 58	
Alanson Benjamin, 10½ bushels beans,	10 25	
Dr. Loss Bradley, 24 do do..	24 00	
	<hr/>	1,367 52

Hospital.

Paid Richard Steel, drugs and medicines,	47 30	
David Mills, 60 quarts milk,.....	2 10	
C. G. Briggs, agent, freight on drugs and medicines from N.Y.,.....	6 19	
A. McCrea, crackers, cheese, &c.,...	20 87	
	<hr/>	76 46

Clothing and bedding.

Paid Winegar Brother, scouring 481½ y'ds cloth,	14 45	
Stephen Peets, 5 coats,.....	15 00	
Enos T. Bostick, 4 pair pants, 6 vests, 5 hats,.....	12 50	
S. R. Osborn, 142 lbs. wool,.....	35 50	
Peter McKibben, 2 pair pants, 5 vests,	6 25	
	<hr/>	83 70

Building and repairs.

Paid Edward Allen, 5,048 feet lumber,..	50 48	
Thomas Strath, carting sand for spin shop, coopers' shop, &c.,.....	68 99	
John Farmer, 48 M. brick,.....	206 10	
Loren Patchen, 224 bushels lime,...	28 00	
C. Crippin, carting sand,.....	50	
J. W. Hamilton, services as mill wright,.....	5 00	
Sarjant & Mortimer, belting,.....	16 00	
Douglass & Billings, 499 days mason work on new shops,.....	920 19	
Gaylord & Law, 643 lbs. box stoves,	25 72	
A. A. Vanderheyden, teaming,....	4 50	
Casey, Ketchell, & Co., smith work,	88	
W. H. Van Tuyl, labor and materials furnished for spin and cooper shops,	1,046 77	
Van Tuyl & Chatterton, do do...	1,640 22	
		4,013 35

Stock and tools.

Cyrus Hasbrouck, 11 doz. brooms,..	21 63	
William Runnels, 9 " combs,	3 37	
		24 00

Discharged convicts.

Discharged convicts this month,....	59 22
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Salaries of Prison officers.

Pay roll, officers, keepers and teachers,	1,413 03
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Pay of guard.

Pay roll, 20 guard,	60 40
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Miscellaneous.

Paid Oliver Stahlanker, frame work,	10 00
L. E. & W. P. Carpenter, horse and buggy, pursuing escaped convicts,	5 56
E. J. Lewis, 131 bundles straw for ice house,....	3 27

Paid L. Bilo, 1 gross steel pens,	1 50	
George Williams, deposit refunded,	44	20 71
		<hr/>
Total expenditures,		7,687 39
Balance to new acc't,		641 27
		<hr/>
		\$8,328 66
		<hr/>

STATE OF NEW-YORK, }
Cayuga county, } ss.

H. Underwood, agent, and William Andrews, clerk of the Auburn prison, being duly sworn, depose and say, that the foregoing amount is true and correct, according to their best knowledge and belief.

H. UNDERWOOD,
W. ANDREWS.

Subscribed and sworn before me, this }
28th day of January, 1850. }

HORACE T. COOK, *Justice of the Peace, Cayuga county.*

AUBURN PRISON, }
Feb. 1, 1850. }

To the Inspectors of State Prisons :

The agent respectfully reports that the following is a true statement of the monies received and expended for general supplies, &c., for said prison during the month ending January 31, 1850.

Balance brought forward from December,		\$641 27
Jan. Cash received this month from		
Machine shop, Beardsley, Keeler & Co.,.	1,342 16	
Hame shop, Hayden, Holmes & Co.,....	485 96	
Carpet shop, Josiah Barber,	2,456 59	
Shoe shop, E. P. Ross,	500 00	
Cabinet shop, Hewson, Parson & Co.,...	634 56	
Tool shop, Casey, Ketchel & Co.,	545 32	
Cooper shop, Chester Fanning,	300 00	
Comptroller for library books,	100 00	
Convicts' deposits,	5 50	
Rations, hams and tallow sold,	39 72	
Visitors, persons,	182 25	
Prison, interest on Josiah Barber's account	49 10	6,641 10
		<hr/>
		\$7,282 43
		<hr/>

Cash expended this month :

Rations.

Paid Josiah Wilcox, 27 bush. potatoes, ..	11 88
Enos Greenfield, 168 lbs. beef,	5 04
Elijah Warwick, 4,106 lbs. mutton, ..	123 18
Alanson Benson, 21 bush. beans, ...	21 00
A. T. Selover, 421 lbs. beef,	13 63
Josiah Wilcox, 75 bush. potatoes, ..	30 40
Russel Chappel, 3,546 lbs. mutton, ..	106 38
Enos Greenfield, 881 lbs. beef,	28 42
Aaron Bayles, 266 lbs. beef,	7 98
J. O. Hendricks, 317 lbs. beef,	9 51
William Hayford, 35 bush. potatoes. ✱	13 12
Roswell Curtis, 889 lbs. mutton ...	26 67
H. T. Dickinson, 483 do do	15 68
H. N. Shepherd, 801 do do	25 99
Martin Galvin, 20 bbls. salt,	22 00
G. W. Chase, 20 bush. apples,	12 25
Chappel & Swift, 2 bbls. salt,	2 38

275 51
Hospital.

Chappel & Swift, butter, tea, &c., ..	2 60
T. M. Hunt, drugs & medicines, ...	169 09
David Mills, 62 qts. milk,	2 17
J. P. Pulsifer, half gal. wine,	1 50
A. C. Munger, butter, lard, tea, &c.,	43 18

218 54
Clothing & bedding.

N. D. Webster, 1 coat,	3 00
Clarissa Jenkins, 1 pr. pants, 2 vests,	3 50
Robert Nesbit & Co. 410 lbs. cotton batting,	41 00
Winegar Brothers, fulling 435 yards cloth,	13 05
John Patty & Son, sole and upper leather,	222 44

282 99

Building and repairs.

Putnam & Stewart, 1,440 lights of window sash glazed and painted, .	79 20	
Beardsley, Keeler & Co., castings, shafts, pullies, washers, wrot iron bolts, stove and pipe, &c., for new shops,	961 06	
T. M. Hunt, oil, paints, turpentine, lamp black, &c.,	104 73	
Geo. B. Chase, 118 perch stone, window sills and caps,	101 11	
Casey, Ketchel & Co., blacksmith work,	1 50	
	<hr/>	1,247 60

Fire wood, Oil, &c.

S. C. Rathburn, 3 cords wood,	9 00	
James Gorman, 11½ cord wood,	33 75	
	<hr/>	42 75

Hay, grain, &c.

Paid G. B. Harlow, 200 bundles straw, . .	4 00	
Ira Hopkins, 2,125 lbs. hay,	8 50	
	<hr/>	12 50

Stock and tools.

Paid T. M. Hunt, white wash and paint brushes,		24 12
--	--	-------

Printing and stationery.

Paid Derby, Miller & Co., ink, envelopes, pen holders, &c.,		6 49
Knapp & Peck, adv. notices pardon for J. D. Crowley, by order of Inspector,		6 25

Discharged convicts and transportation of do.

Paid J. O. Barber expenses transporting 4 convicts to the asylum, Utica,	20 05	
J. P. Swift, transporting 4 convicts from jail to prison,	4 70	
Henry Kittman, convict deposite re-funded,	7 56	
	<hr/>	32 31

Salaries of prison officers.

Paid Pay roll, officers, keepers and teachers,	1,458 15
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Pay of guard.

Pay roll, 20 guard,	611 40
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Miscellaneous.

Paid Perry Stockwell, cartage on box,...	13
H. T. Cook, Esq., 27 affidavits agent and clerk,	3 38
P. Bronson, att'y and counsel fee, H. Polhman, late agent, ads. John Merritt and others,	86 75
George Rathbun, att'y and counsel for Henry Pohlman, late agent, vs. H. H. Cooley and others,	301 83
E. A. Warden, 1 qr. letter postage,.	11 94
Thomas Brown, cartage, lumber, &c.	5 82
Lansing Briggs, examination of four convicts as to their sanity,	12 00
J. C. Downer, shoeing state horse, repairing buggy,	5 77
Derby, Miller & Co., express charges,	3 00
	430 62
Total expenditures,	4,849 23
Balance to new account,	2,433 20
	\$7,382 43

STATE OF NEW-YORK, }
Cayuga county, }

H. Underwood, agent, and Wm. Andrews, clerk, of the Auburn
poison, being duly sworn, depose and say, that the foregoing account
is correct and true, according to their best knowledge and belief.

H. UNDERWOOD,
W. ANDREWS.

Subscribed and sworn before me, }
this 15th day of March, 1850. }

HORACE T. COOK,

Justice of the Peace, Cayuga county.

AUBURN PRISON, }
 March 1st. 1850. }

To the Inspectors of State Prisons :

The Agent respectfully reports, that the following is a correct statement of the monies received and expended for the general support, &c., of said prison during the month ending February 28, 1850.

1850.

Balance brought from January account,		\$2,433 20
Cash received this month from machine		
shop Beardsley, Keeler & co.,.....	1,017 01	
Hame shop, Hayden & Holmes,.....	567 68	
Carpet shop, Josiah Barber,.....	4,660 14	
Shoe shop, E. P. Ross,.....	814 73	
Cabinet shop, Hewson, Parson & co.,....	563 55	
Tool shop, Casey, Ketchel & co.,.....	506 94	
Cooper shop, Chester Fanning,.....	400 00	
Rations, hams, &c., sold,.....	334 79	
Convict's deposits,.....	7 84	
Visitors, 410 persons,.....	102 50	
Building & repairs, old iron sold,.....	60 98	
Prison, rent 100, swill, 50, inst., 15,65	165 65	9,201 81
		<hr/>
		\$11,635 01
		<hr/>

Cash Expended this month for Rations.

Paid E. B. & H. Morgan, 100 bbls. pork,	1,175 00	
do Cornel & co., barley, malt, hops &c.	58 20	
do Allen Baker, 348 . . bush. wheat,..	370 63	
do Gilbert Haight, 1 bbl. mess pork,	11 75	
do S. G. Pomeroy, 100 do do do	1,175 00	
do John T. Carr, 1375 do mutton,	41 13	
do S. F. King, 32½ bush. potatoes,....	13 55	
do A. A. & J. Burt, 3 bags pepper 322	27 37	
do J. S. Clark, 1 bbl flour,.....	5 50	
do G. F. King, 59 bush. potatoes,....	21 56	
do E. Beemas, assignee of Hudson &		
Wilber, 4 bbls. salt,.....	5 00	2,904 69
	<hr/>	<hr/>

Hospital.

Paid David Mills, 62 quarts milk,.....	2 17	
C. Beemas, assignee of Hudson & Wilber, groceries,.....	10 91	
	<hr/>	13 08

Clothing and bedding.

✓ Paid E. P. Ross, one bill of leather,....	164 73	
Wm. Muir, & Co., 54 6-4 yards tick- ing,.....	13 50	
Obadiah Thorn, 1,470 lbs. wool,....	474 07	
Harvey Jenkins, 6 vests, 2 coats,...	10 00	
L. W. Nye, & Co., 6 yards cotton flannel,.....	75	
	<hr/>	663 05

Building and repairs.

Paid C. G. Briggs, agent, 462 lbs. old R. R. iron,.....	10 39	
Law & Williams, belt and string leather,.....	2 75	
P. T. Watson, belting leather,.....	5 78	
W. H. Van Tuyl, bill of lumber,...	31 67	
A. H. & J. Burt, 6 pair large butts, oil, &c.,.....	28 75	
Watrous & Osborn, nails, glass, butts, screws, bolts, stoves and pipes, &c.,	474 46	
	<hr/>	553 80

Fire wood, oil, &c.

Paid Aaron Hayden, 20 5-8 cords wood,	61 88	
Chester Cook, 10 1-8 cords wood,...	20 25	
Daniel Hoyt, 21½ cords wood,	48 37	
	<hr/>	130 50

Stock and tools.

Paid Watrous & Osborn, coopers tools, shovels, axes, trowels, w. w. brush- es, &c.,.....	96 93	
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Books and stationery.

Paid Derby, Miller, &c., library books \$100, 100 conference hymns, \$27,	127 00	
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Furniture.

Paid Watson & Osborn, knives and forks,	40 50
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Discharged convicts, and transportation of do.

W. B. Goddard, expenses, transporting two convicts from Asylum, Utica, (restored),	12 20	
Discharged convicts this month,	42 48	54 68

Salaries of Prison officers.

Pay roll, officers, keepers & teachers,	1,366 34
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Pay of guard.

Pay roll, 20 guard,	553 00
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Miscellaneous.

C. G. Briggs, agent freight on reports from Albany,	4 22	
H. Lewis, pair bobs for fire engine, ..	30 00	
C. T. Ferris, 8 days taking inventory state property,	12 00	
W. H. Van Tuyl, 8 days taking inventory State property,	12 00	
Philip Huss, cartage,	50	
Nelson Picket, deposit refunded,	06	
Robert Bell, cartage, pork, lime, &c.,	1 75	
Watrous & Osborn, hand cuffs, &c., ..	6 35	
A. V. M. Suydam, repairing harness,	1 25	
P. G. Clark, attorney and counsel fee, and cash paid wit. fees in the suit, Josiah Barber ag't agent, ..	275 08	
Samuel Stevens, counsel fee and expenses in the suit, E. Hill ag't agent,	267 45	
F. G. Day, services as engineer and witness in Hill's suit,	7 50	
Charles Harvey, four scaffold poles, ..	4 25	622 41
Total expenses,		\$7,126 04
Balance to new account,		4,508 97
		\$11,635 01

STATE OF NEW-YORK, }
Cayuga County, } ss.

H. Underwood, agent, and William Andrews, clerk of the Auburn prison, being duly sworn, depose and say, that the foregoing account is correct and true, according to their best knowledge and belief.

H. UNDERWOOD,
 W. ANDREWS.

Subscribed and sworn before me this }
 12th day of March, 1850. }

HORACE T. COOK, *Justice of the Peace, Cayuga county.*

AUBURN PRISON, }
April 1, 1850. }

To the Inspectors of State Prisons :

The agent respectfully reports, that the following is a true statement of the monies received and expended for the general support of said prison during the month ending march 31st, 1850.

1850.

March 1. Balance brought from February account,		\$4,508 97
Cash received this month from		
Shoe shop, E. P. Ross,	222 40	
Hame shop, Hayden, Homes & Co.,	447 60	
Carpet shop, Josiah Barber,	2,304 93	
Coopers' shop, Chester Fanning,	200 00	
Cabinet shop, Hewson, Parsons & Co., ..	613 92	
Tool shop, Casey, Kitchel & Co,	565 33	
Convicts' deposits,	57	
Rations, beef hams sold,	4 80	
Fire wood, oil, &c., sold.,	163 65	
Prison,	3 53	
Visitors, 245 persons,	61 25	
		<hr/>
		4,587 98
		<hr/>
		\$9,096 95

Cash expended for general support, &c.

Rations.

Paid H. C. & E. A. Groot, vinegar, cheese, and cartage,	10 84
Josiah Wilcox, 515 bushels potatoes,	207 49

A. Laddue, 21 bushels potatoes,	7 50
H. Underwood, 290, 7 do wheat,..	3,09 13
D. Brinkerhoof, 40 do potatoes,..	15 00
David Fries, 44½ do do....	16 68
John R. Page, 21½ do do....	8 05
Isaac Shelden, 1,763 lbs. mutton, ...	44 07
Lewis McCarty, 70 bush. parsnips,..	26 25
A. Laddue, 28½ do potatoes,..	10 68
I. Chamberlain, 28½ do do....	10 59

666 23

Hospital.

Paid Lansing Briggs, examination of 4 convicts with reference to their in- sanity,	12 00
David Mills, 60 quarts milk,	2 10
A. McCrea, crackers,	7 63
Chappel & Swift, 6 lbs. hogs lard,..	60

22 33

Clothing and bedding.

Paid Robert Spencer, 17 coats, 11 pair pants, 19 vests,	67 13
Josiah barber, woolen yarn, &c.,....	33 06
H. Woodruff, flannels, shirtings, sheet- ings, ticking, cotton yarn, towels, &c.,	476 46
Bradley Tuttle, ticking, sheeting, duck, crash, &c.,	29 52
R. & J. L. Jenkins, 45½ yds crash,..	5 24
Winegar Brothers, fulling 285 yds. cloth,	8 55
S. J. Beebe, 2 coats,	6 00
James Myres, 2 do	4 00
Lester & Bradley, thread, buttons, needles, &c.,	23 08

651 04

Building and repairs.

Paid Casey, Ketchel & Co., repairing locks, doors, &c.....	9 19
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How & Johnson, tin and roofing spin, cooper and tool shops, 24,937 feet,	1,934 96	
P. D. Cornwell, 250 feeth lath,....	8 88	
Hayden & Holmes, smith work re- pairs,	9 33	
A. Graham, 80 m feet pine timber for new shops,	375 00	
Horton & Stearns, stoves and pipes, butts and screws, tin, zink, white wash brushes,	87 41	
Thomas Strath, 3 loads sand,	1 13	
Gaylord & Law, 1 caldron kittle,...	8 00	
Loren Patchen, 160 bushels lime,...	20 00	
	<hr/>	2,453 90

Fire wood, oil, &c.

Josiah Barber, sperm oil,	10 90	
R. & J. L. Jenkins, camphine, oil, &c.	42 51	
Russel Chappel, 52½ cords hard wood,	157 50	
Jonathan Monroe, 6 cords soft wood,	13 50	
Daniel Clark, 12, do do	33 00	
Lansing Hopkins 101 .. cords hard	304 31	
A. King & co., 56½ cords hard wood }		
do do 3½ do soft do }	178 13	
P. H. Marron, 74 ... cords hard,	224 44	
	<hr/>	964 29

Hay, grain &c.

Paid H. Underwood 1414 lbs. hay,....	5 65	
E. Sturdevant, 10 bush. oats,	3 13	
Isaac Shelden, 1290 lbs. hay,	5 80	
	<hr/>	14 58

Printing and stationery.

Paid J. C. Ivison & co. bill of Bibles,....	46 25	
Russel Chappel, 3 reams paper,	5 50	
	<hr/>	51 75

Discharged convicts and transportation of do.

Paid W. B. Goddard, expenses transport- ing 4 convicts State Asylum, Utica,	30 50	
Discharged convicts this month,	62 11	
	<hr/>	92 61

Furniture.

Paid John Carpenter, 2 doz. brush brooms,	5 49	
Theodore Witherell, 11 doz. corn do	20 63	
	<hr/>	26 12

Salaries of Prison Officers.

Paid Pay roll, officers, keepers & teachers,	1,525 45
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Pay of Guard.

Paid Pay roll of 20 guard,.....	611 40
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Miscellaneous.

Paid Lester & Bradley, 1 doz. dress combs,	1 50	
C. H. & E. H. Groot, shaving soap	6 37	
H. Underwood, witness fees in the suit E. Hill against Agent,.....	32 85	
Hayden & Holmes, making trusses,	6 53	
Aurelian Conkling, taking level Owa- sco river, witness fee at court, E. Hill against Agent,.....	16 00	
Robert Jenkins, extra guard,.....	2 00	
A. Stevenson, ice for the prison,....	17 50	
H. T. Cook, 16 affidavits, Agent and clerk,	2 00	
H. Underwood, one horse,.....	85 00	
J. E. Tyler, warden expenses going to Albany to see the Governor in relation to the pardon of convicts by order of Inspector.....	16 60	
S. G. & S. C. Groot, 28 lbs. rope,..	4 38	
	<hr/>	192 73
Total expenditures,.....	7,271 48	
Balance to new account,.....	1,825 47	
	<hr/>	\$9,096 95
	<hr/>	

STATE OF NEW-YORK, {
Cayuga Connty, }

Benjamin Ashby, agent, and Wm. Andrews,
clerk of the Auburn prison, being duly sworn depose and say, that

the foregoing account is correct and true according to their best knowledge and belief.

BENJAMIN ASHBY, Agent,
W. ANDREWS, Clerk.

Subscribed and sworn before me, }
this 15th day of May, 1850. }

HORACE T. COOK,

Justice of the Peace, Cayuga County.

AUBURN PRISON, }
May 1, 1850. }

To the Inspectors of State Prisons :

The agent respectfully reports that the following is a true statement of the monies received and expended for the general support, &c., of said prison, during the month ending April 31, 1850 :

1850.

April. Balance brought from March account,		\$1,825 47
Cash received this month from		
Hame shop, Hayden, Holmes & Co.,...	464 55	
Machine shop, Beardsley, Keeler & Co.,	510 33	
Shoe shop, E. P. Ross,	1,167 46	
Carpet shop, Josiah Barber,	2,407 62	
Cooper shop, Chester Fanning,	448 34	
Cabinet shop, Hewson, Parson & Co.,...	620 42	
Rations, beef sold,	29 24	
Building and repairs, lumber sold,	2 00	
Fire wood, oil, &c., wood sold,	3 00	
Visitors, 328 persons,	82 00	5,734 96
		<hr/>
		\$7,560 43

Cash expended for general support, &c.

Rations.

Paid Robert Hopkins, 16½ bushels potatoes,	6 18
John Van Kuren, 100 bush. potatoes,	37 50
B. S. Richardson, 8½ do.....	2 64
Robert Hopkins, 30½ do.....	11 44
Ebenezer Hale, 1,790 lbs. beef,	53 70

Paid A. T. Ontis, 38 bush. beans,	40 00	
Joseph Moores, 103 $\frac{1}{4}$ bush. potatoes,	38 71	
Elijah Wheeler, 53 $\frac{1}{2}$ bush. wheat, .	56 54	
M. D. Drew, 42 $\frac{1}{2}$ bush. potatoes, . .	15 94	
	<hr/>	262 65

Hospital.

Paid David Mills, 93 quarts milk,		3 72
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Clothing and bedding.

Paid William Hayden & Son, 155 lbs. . .		
wool,	38 88	
W. H. Harrington, 2 dozen sheep		
skins,	6 00	
William Muir & Co., 76 $\frac{1}{2}$ yards wide		
tick,	19 12	
Theron Green, 4 coats, 4 vests, 1		
pair pants,	10 00	
David Mills, 4 coats, 4 vests, 6 pair		
pants, 2 hats,	30 50	
C. A. N. Sherman, 3 coats, 4 vests		
3 pair pants,	15 50	
Wm. Buckhout, scouring 512 yards		
cloth,	15 37	
	<hr/>	135 37

Building and repairs.

Paid Casey, Ketchel & Co., blacksmith		
work, repairs,	5 68	
Beardsley, Keeler & Co., building		
timber, &c.,	18 48	
S. B. Brown, stone window caps,		
window sills and door sills,	258 90	
A. A. Vanderheyden, team work, . . .	7 44	
S. S. Austin, team work,	2 00	
	<hr/>	292 50

Fire wood, oil, &c.

Paid Nathaniel Hunter, 52 $\frac{1}{2}$ cords wood, .	156 75	
Ira Hopkins, 50 $\frac{5}{8}$ cords wood,	151 88	
J. H. Chedell & Co., camphine, oil,		
lamps, spirits of gas,	344 71	
	<hr/>	649 34

Furniture.

Paid Chester Fanning, cooper ware,	92 62	
John Carpenter, 1 doz. brooms,	2 87	
	<hr/>	95 49

Discharged convicts.

Paid discharged convicts this month,....		134 61
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Salaries of prison officers.

Paid pay roll of officers, keepers and teachers,		1,475 47
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Pay of guards.

Paid pay roll of 20 guards,		591 80
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Miscellaneous.

Paid E. A. Warden, 1 qr. letter postage,	13 69	
Eli Sherman, pursuing Arthur Blanc, escaped convict,	5 00	
Joshua Burt, repairing fire engines, .	9 79	
H. W. Andrews, transcribing register of convicts received and discharged from June, 1817 up to the present time,	120 00	
Cyrus Wilcox, 1 meat cutter,	40 00	
Carlos Stafford, convicts' deposit refunded,	2 75	
George Moore, convicts' deposit refunded,	05	
John Hickey, shoeing state horse, ..	25	
Josiah Chatfield, extra guard,	1 00	
John Dillon, 1 doz. pencils,	38	
J. E. Tyler, expenses transporting 4 convicts from asylum, Utica, (re-stored,	18 00	
J. H. Chedell & Co., spectacles, lamps, gloves, &c.	17 00	
	<hr/>	227 86

\$3,868 81

3,691 62

\$7,560 43

STATE OF NEW-YORK, }
Cayuga county, } ss.

Benjamin Ashby, agent, and William Andrews, clerk, of the Auburn prison, being duly sworn, depose and say, that the foregoing account is correct and true, according to their best knowledge and belief.

BENJAMIN ASHBY,
 W. ANDREWS.

Subscribed and sworn before me, }
 this 15th day of May, 1850. }

HORACE T. COOK,
Justice of the Peace, Cayuga county.

AUBURN PRISON, }
 June 1st, 1850. }

To the Inspectors of State Prisons :

The agent respectfully reports, that the following is a true statement of the monies received and expended for the general support of said prison during the month ending May 31, 1850.

1850.

May 1. Balance brought from April ac't		\$3,691 00
Cash received this month from		
Tool shop, Casey, Ketchel & Co ,.....	589 07	
Coopers' shop, Chester Fanning,	225 00	
Hame shop, Hayden, Holmes & Co.,....	506 87	
Machine shop, Beardsley, Keeler & Co',..	548 90	
Carpenter Shop, Josiah Barber,	2,490 92	
Fire wood, oil, &c. One cord wood sold,	3 00	
Building and repairs, lime,.....	3 05	
Convicts deposits,	2 00	
Visitors, 416 persons,	104 00	4,472 82
		<hr/>
		8,164 44
		<hr/>

Cash expended for general support, &c.

Rations.

Paid A. C. Munger, 8 bbls. salt,.....	8 75
George S. Stephenson, 20 hhds.	
molasses,	474 64
John Graham, 28½ bush. potatoes,..	10 68

Obediah Howland, 53 ⁴ bush. wheat,	57 25
H. T. Dickinson, 3,841 lbs. beef,...	1,15 23
J. E. Patten, 1,240 do do....	37 20
A. T. Ontis 5 bush. beans,	5 25
Jonathan Paddock, 9 $\frac{1}{2}$ bush. potatoes,	4 88
Cornell & Co., 3,9059 $\frac{1}{2}$ lbs. pork in the hog,	1,562 38
W. A. Wheaton, 65 ⁴ bush. wheat,	73 89
John Backenstrass, cartage on mo- lasses,	2 44
Edwin Hill, 36 bush. potatoes,	13 00
H. Underwood, 72 $\frac{1}{2}$ bush. barley,...	36 23
Franklin Cady, 26 $\frac{1}{2}$ do potatoes,..	10 31
	<hr/>

2,412 63

Hospital.

Paid M. Ward & Co., drugs and medicines,	311 12
David Mills, 71 quarts milk,	2 84
Samuel Billings, drugs,	5 00
A. C. Munger, butter, tea, coffee, eggs, sugar, saleratus, ginger, rais- ins, snuff, lemons, madeira wine,..	33 31
	<hr/>

352 27

Clothing and bedding.

Paid Luddington & Lathrop, 643 yards tick,	
120 yards crash,	81 39
Terbel, Jennings & Co., 3 pieces jeans,	
3 do tweeds, 3 do plnids,	41 15
E. H. Hunt, 2 hats,	1 00
W. H. Harrington, 82 $\frac{1}{2}$ lbs. sole leather,	13 99
Wm. Buckhout, fulling 283 $\frac{1}{2}$ yards cloth,	8 50
Wm. Muir & Co., 371 yards ticking,	89 10
	<hr/>

235 12

Building and repairs.

Paid Edward Allen, jr., 2,544 hemlock lumber,	25 44
Calvin Clemens, repairs on water wheel,	5 38

Hewson, Parson & Segoin, lumber, glass, &c.,	4 42	
S. B. Brown, 288 feet cut stone for front steps for prison,	115 20	
A. Graham, 29,800 feet pine lumber,	372 50	
Putnam & Stewart, 800 lights window sash, glazed and painted,	44 13	
John Vanderhyden, mason work,...	75	
	<hr/>	567 82

Furniture.

Paid J. Russell & Co., 6 gross knives and forks,	36 31	
Hewson, Parson & Co., 1 high shop chair, &c.,	3 95	
	<hr/>	40 26

Discharged convicts.

Paid discharged convicts this month,....	120 95
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Salaries of Prison officers.

Paid Pay roll officers, keepers & teachers,	1,524 45
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Pay of Guard.

Paid Pay roll 20 Guard,	611 40
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Miscellaneous.

Paid A. V. M. Suydam, single harness,..	15 38
Orlando B. Lovy, convict, deposit refunded,	5 00
James Hartley, convict, deposit re- funded,	32
George Roderick, convict, deposit refunded,	50
A. S. Hope & co., 624 lbs. tobacco,	93 85
Charles Storm, 888 do	133 51
Oliver Stahlruker, team work on State lot,	10 06
N. William, 6 days work with team,	15 00
H. T. Cook, 16 affidavits, Agent & Clerk,	2 00
J. Judd & co., 7 doz. combs,	1 75

Applegate & Seymour, repair'g buggy	10 00	
C. G. Briggs, Agt. freight, molasses, tobacco &c.	92 20	
A. C. Munger, corn basket, $\frac{1}{2}$ doz. combs,	94	
	<hr/>	380 51
Total expenditures,.....		6,258 17
Balance to new account,		1,906 27
		<hr/>
		8,164 44
		<hr/>

STATE OF NEW YORK, }
Cayuga county. }

Benjamin Ashby, agent, & Wm. Andrews, clerk of the Auburn prison being duly sworn, depose and say that the following is a true and correct account to the best of their knowledge and belief.

BENJAMIN ASHBY

WM. ANDREWS.

Subscribed and sworn before me }
this 18th day of July, 1850. }

J. H. BOSTICK, *Justice of the Peace.*

AUBURN PRISON, }
July 1, 1850. }

To the Inspectors of State Prisons:

The agent respectfully reports, that the following is a true statement of the moneys received and expended for the general support, &c., of said prison during the month ending the 30th day of June, 1850.

Balance brought from May account, ..	\$1,906 27
Cash received this month from	
Hame shop, Hayden & Litchworth,....	\$511 66
Shoe do E. P. Ross,	495 62
Machine do Beardsley, Keeler & Co...	550 22
Carpet do Josiah Barber,	2,524 10
Tool do Casey, Ketchel & Co.....	1,236 09
Cabinet do Hewson, Parson & Co	582 07
Rations, hams and grease sold,	96 77
Fire wood, oil, &c., 1 cord wood sold, ...	3 00

Convicts' deposits,.....	32 24	
Visitors, 963 persons,.....	240 75	
Prison swill,.....	50 00	
	<hr/>	6,322 52
		<hr/>
		<u>\$8,228 79</u>

Cash expended this month:

Rations.

Paid Silas Austin, 13 bush. beans,.....	13 00	
A. A. Vanderheyden, cartage on corn,	1 00	
David Brinkerhoof, 27 bush. potatoes,	10 18	
D. D. Loomis, 18 bush. potatoes,...	5 58	
J. E. Patten, 879 lbs. beef,	26 37	
Isaac Shelden, 566 bush. potatoes,...	226 60	
H. T. Dickinson, 2,008 lbs. beef, ..	60 24	
John Page, 28½ bush. potatoes,	10 68	
E. & W. Osborn, 1,093 lbs. beef, ..	32 79	
J. E. Patten, 1,040 lbs. beef,.....	31 20	
Peter Updike, 6 bush. beans,	6 75	
H. T. Dickinson, 1,060 lbs. beef, ..	31 92	
William Hayden, 3½ bush. beans, ..	2 81	
J. R. Sherwood, 62½ bush. potatoes,	15 62	
Wilcox & Co., 517 lbs. beef,.....	15 50	
J. Gould, cartage of flour, &c.,.....	3 57	
E. & W. Osborn, 6,078 lbs. fresh and salt beef, cutting and packing pork,	189 37	
S. S. Coonley, 529 lbs. fresh beef,.	15 87	
	<hr/>	699 01

Hospital.

Paid David Mills, 72 quarts milk,	2 88
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Clothing and bedding.

Paid De Witt Hoyt, coat and pants,....	8 00
D. Nesbit & Co., 421 lbs. cotton batting,.....	42 10
William Buckhout, fulling 314 yds. cloth,	9 42

John Tool, 1 large coat,.....	3 00
Timothy Jones, 3 pair pants,.....	4 50
Lester & Bradley, linen thread, thim- bles, beeswax, cotton thread, pins, buttons, &c.,	58 26
E. P. Ross, sole leather, upper do., kip skins, sheep skins, shoe thread, &c.,	145 62

 270 90
Building and repairs.

Paid Patchen & Allen, 811 bush lime,...	101 38
G. W. Markham, lumber, carpenter and joiner work,	117 56
W. H. Van Tuyl, pine lumber,	66 48

 285 42
Fire wood, oil, &c.

Paid Levi Hopkins, 23 $\frac{3}{4}$ cords wood,....	53 44
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Hay, grain, &c.

John Van Tuyl, 1,171 lbs. hay,.....	7 05
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Printing and stationery.

Paid Derby & Miller, paper, blank books, envelopes,	9 11
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Discharged convicts.

Paid discharged convicts this month,	162 87
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Furniture.

Paid E. C. & T. Witherell, 5 dozen corn brooms,	8 75
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Salaries of prison officers.

Paid pay roll officers, keepers and teach- ers,	1,475 47
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Pay of guard.

Paid pay roll, 20 guard,	591 80
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Miscellaneous.

Paid Clark Mastin, 1 pair hand cuffs,....	2 50
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L. W. Nye, 48 yards oil cloth for warden's house,	31 64	
John Husk, 1 day extra guard duty,	1 00	
George Woolen, convict deposit refunded,	19 16	
Gaylord & Law, 1 cultivator, .. .	4 50	
C. Amidon, 2 days pursuing escapes,	3 00	
Derby & Miller, express charges,	1 00	
Lester & Bradley, combs, spectacles, &c.	11 06	
S. S. Austin, horse and buggy pursuing escapes,	11 50	
Hugh McLallen, 3 Allen's revolvers, powder, balls &c.,	35 37	
		120 73
Total expenditures,	3,687 43	
Balance to new account,	4,541 36	
		<u>\$8,228 79</u>

STATE OF NEW-YORK, }
Cayuga County, } ss.

Benjamin Ahsby, agent, and William Andrews, clerk of the Auburn prison, being duly sworn depose and say, that the foregoing account is correct and true according to their best knowledge and belief.

BENJAMIN ASHBY,
W. ANDREWS.

Subscribed and sworn before me, }
this 18th day of July, 1850. }

J. H. BOSTICK,
Justice of the Peace.

AUBURN PRISON, }
Aug. 1st, 1850. }

To the Inspectors of State Prisons :

The agent respectfully reports that the following is a true statement of monies received and expended for the general support, &c. of said prison during the month, ending the 31st July, 1850.

Balance brought from June ac't.	\$4,541 36
Cash received this month from	
Shoe shop, E. P. Ross,	655 19

Coopers' shop, Chester Fanning,	200 00	
Hame shop, Hayden & Letchworth,	477 29	
Carpet shop, Josiah Barber,	2,438 71	
Convicts' deposits,	5 22	
Visitors, 723 persons,	180 75	
	<hr/>	3,957 16
		<hr/>
		<u>8,498 52</u>

Cash expended this month for

Rations.

Paid A. McCrea, ginger bread, crackers, &c., for the convicts the 4th day of July,	18 00	
J. H. Hadden, 161 ² / ₃ bush. corn, 6 bushels potatoes,	102 81	
J. E. Patten, 854 lbs. beef,	25 62	
Wilcox & Co., 320 do do	9 60	
E. & W. Osborn, 1,609 lbs. beef, ..	48 27	
H. T. Dickinson, 1,206 do do...	36 18	
H. T. Dickinson, 1,127 do do...	33 81	
J. E. Patten, 1,660 do do...	49 80	
C. W. Swan, agent freight on 300 bbls. flour,	28 40	
Wilcox & Co., 1065 lbs. beef,	31 95	
	<hr/>	384 44

Hospital.

David Mills, 61 qts. milk,	2 44	
A. McCrea, crackers,	10 50	
Hunt & Osborn, drugs and medicine,	128 76	
Mr. Hopkins, magnetical machines for medicinal purposes,	15 00	
	<hr/>	156 70

Clothing and bedding.

Paid Wm. Buckhout, fulling 335 ¹ / ₂ yda. cloth,	10 07	
Stephen Kennard 1 coat, 1 pr. pants, 1 vest,	5 00	
C. & H. Carpenter, 18 old hats, 1 ¹ / ₂ doz. caps,	14 25	

David Fries 176 lbs wool,.....	35 35	
C. G. Briggs, agent freight on two bales of tick from New York,....	3 33	
E. B. Compton, 1 coat, 2 prs. pants, 1 vest,.....	6 00	
W. H. Van Tuyl, 2 coats, 2 prs. pants, 3 vests.....	10 00	
Robert Jenkins, 1 coat, 1 hat, 1 vest,	5 00	
E. Ivison, 125 yds. ticking,.....	15 63	
	<hr/>	106 63

Building and repairs.

Paid Horton & Stearns, glass, nails, iron &c..	202 30	
C. Crippin, 39612 ft., square timber,	356 50	
Putnam & Stewart, 2960 lights win- dow sash, glazed and painted,....	163 67	
Adam Fries, 112M brick for new shops	504 00	
W. H. & F. Kelsey, 12M brick do	54 00	
Adam Miller, 430 ft. basswood tim.,	4 30	
	<hr/>	1,284 77

Fire wood, Oil &c.

Paid E. C. & T. Witherell, 45 cords wood,	135 00
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Hay, grain &c.

Paid Joseph H. Hadden, 30 bush. oats,..	13 20
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Discharged convicts.

Paid discharged convicts this month,....	141 11.
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Salaries of Prison Officers.

Paid pay roll, officers & teachers,.....	1,557 60
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Pay of guard.

Paid pay roll 20 guard,.....	611 40
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Miscellaneous.

Paid E. A. Warden, 1 qr. letter postage,	8 71	
W. H. Foster, 9 lbs. powder, 20 lbs. lead,	13 00	
C. G. Briggs, agent freight, on sun- dries,	3 40	

C. T. Ferris, time and expenses pursuing escapes,	2 50	
J. E. Tyler, sundry persons expenses pursuing escapes,.....	20 00	
P. P. Blauvelt, expenses pursuing escapes,	2 00	
S. T. Watson, expenses pursuing escapes,	7 00	
James Brown, convict deposit refunded,.....	12	
J. M. Dickinson, convict deposit refunded,.....	67	
Nathaniel Read, convict deposit refunded,.....	25	
J. H. Bostick, 16 affidavits, agent and clerk,	2 00	
George Bench, repairing buggy,....	10 00	
G. N. Marsh & Co., 2 doz. trusses,.	30 00	
J. Quackenbush, convict deposit refunded,.....	1 00	
	<hr/>	100 65
Total expenditure,.....		\$4,489 50
Balance to new account,....		4,009 02
		<hr/> <hr/>
		\$8,498 52

STATE OF NEW-YORK, }
Cayuga county, } ss.

Benjamin Ashby, agent, and William Andrews, clerk, of the Auburn prison, being duly sworn, depose and say, that the foregoing account is correct and true, according to their best knowledge and belief.

BENJAMIN ASHBY,
 WM. ANDREWS.

Subscribed and sworn before me, }
 this day of , 1850. }

AUBURN PRISON, }
 Sept. 1, 1850. }

To the Inspectors of State Prisons :

The agent respectfully reports that the following is a true statement of the monies received and expended for the general support, &c., of said prison during the month ending August 31, 1850 :

Balance brought forward from July,.....		\$4,009 02
Cash received this month from		
Cabinet shop, Hewson, Parson & Segoine,	1,240 04	
Tool shop, Casey, Ketchel & Co.,.....	637 56	
Hame shop, Hayden & Litchwaite,.....	493 22	
Carpet shop, Josiah Barber,.....	2,586 32	
Shoe shop, E. P. Ross,.....	588 25	
Cooper shop, Chester Fanning,.....	673 50	
Visitors, 710 persons,	175 25	
Building and repairs, scrap iron sold,....	118 90	
Prison swill, rent,	196 28	
		<u>6,709 32</u>
		\$10,718 34

Cash expended this month for

Rations.

S. W. Arnott, 300 bbls. fine flour,....	\$1,200 00
Daniel Conklin, 202 $\frac{3}{4}$ bush. wheat,	252 20
E. & W. Osborn, 1,923 lbs. beef,.....	57 69
T. Orril, 17 $\frac{1}{2}$ bush. potatoes,	4 38
H. T. Dickinson, 1,042 lbs. beef,	31 26
John E. Patten, 1,046 lbs. beef,.....	31 38
J. C. Smith, 50 $\frac{3}{4}$ bush. corn,	30 03
E. & W. Osborn, 1,494 bush. corn,.....	44 82
A. Barner, 102 $\frac{1}{2}$ gallons vinegar,.....	10 25
Robt. Hopkins, 33 bush. potatoes,.....	8 25
J. Akin, 23 $\frac{3}{4}$ corn,.....	14 50
H. T. Dickinson, 973 lbs. beef,.....	29 38
Thomas Sullivan, 62 $\frac{1}{4}$ bush. potatoes,....	16 31
S. B. Harlow, 22 do do	5 50
Moses Hopkins, 74 $\frac{1}{2}$ do do	18 63
E. & W. Osborn, 917 lbs. beef,.....	27 51
John E. Patten, 850 do do	25 50

Wilcox & Co., 1,456 lbs beef,	43 68
Thomas Searth, 5 bbls. vinegar,	15 00

1,866 27

Hospital.

H. Wilson, 70 lbs. cheese,	4 90
David Mills, 93 quarts milk,	3 72

8 62

Clothing and bedding.

Two coats, 2 pair pants, 3 vests,	10 00
G. G. Burlington, 51 lbs. wool,	14 28
John McKinran, 1 coat, 4 vests, 2 pair pants,	10 00
Isaac Sheldon, 528½ lbs. wool,	105 70
David Mills, 3 pair pants, 4 hats,	4 88
George Sherwood, 13 coats, 24 vests, 2 pair pants,	61 75
Wm. Muir & Co., 42 yards tick,	4 62
H. W. Harrington, 390½ lbs. sole leather, 1 dozen sides upper do, 1 dozen sheep skins,	98 26
J. Patty & Son, 184½ lbs. sole leather, 6 sides of upper do, &c.,	52 21
Robert Jenkins, 1 coat, 3 vests, 1 pair pants, 1 hat,	10 00

371 70

Building and repairs.

Horton & Stearns, 200 lbs. nails,	8 80
N. Williams, 45 days team work, hauling timber for new shops,	111 50
Edward Allen, jr., 14,278 feet hemlock lumber,	142 78
Casey, Ketchel & Co., smith work, repairs,	13 70
Hayden & Holmes, do do do,	42 44
Patchen & Allen, 931¾ bushels lime, ...	116 46
Samuel Phelps, jr., 10,339 feet hemlock lumber,	103 39
W. H. & F. Kelsey, 44,138 brick,	200 54

S. H. Ballard, 169,08 feet hemlock lumber,.....	169 08	
Adam Fries, 43,250 brick,.....	194 62	
	<hr/>	1,103 31

Hay, grain, &c.

E. A. Hutchins, 25 bush. shorts,.....	3 13	
E. C. & T. Witherell, 2,592 lbs. hay,..	7 77	
	<hr/>	10 90

Stock and tools.

Horton & Stearns, 3 shovels, steel pointed,		3 00
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Discharged convicts.

Cash paid discharged convicts,.....		82 92
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Furniture.

Hewson, Parson & Segoine, 1 sofa and pillow for agent's office, repairing chairs, &c.,	36 09	
S. P. Knight, 6½ doz. brooms,.....	13 00	
	<hr/>	49 09

Salaries of Prison officers.

Pay roll, keepers, teachers, &c.,.....		1,524 45
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Pay of guard.

Pay roll, 20 guard,		611 40
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Miscellaneous.

W. B. Hatfield, guard extra duty,.....	1 00	
John Husk, 21 days substitute guard,....	21 00	
Horace Devenport, pursuing escaped convict,	2 50	
G. W. Washbun, convict deposit refunded,	5 51	
S. S. Austin, horse and buggy pursuing escape,	3 00	
J. E. Tyler, expenses pursuing Jno. Jackson,	1 88	
J. Stahlneker, 2 nights watching escaped convict,	3 75	
Hiram Nash, convict deposit refunded,.....	5 00	

John O. Hara, 3 reams letter paper, 3 do fools cap,.....	12 75	
John M. Gale, substitute guard 19 nights,	21 37	
Hewson, Parson & co., cabinet con- tractors, loss of convict labor one month, moving from one shop to another, and the necessary expense attending it,.....	633 59	
James E. Tyler, warden, expenses to Fonda, Montgomery co., & return- ing with Ira Little who escaped from the Asylum, Utica,.....	<u>15 40</u>	
		726 75
Total expenditures,.....		6,358 41
Balance to new account,..		<u>4,359 93</u>
		<u>\$10,718 34</u>

STATE OF NEW YORK, }
Cayuga County. }

Benjamin Ashby, agent and William Andrews clerk of the Au-
burn prison being duly sworn depose and say that the foregoing ac-
count is true and correct according to their best knowledge and belief.

BENJAMIN ASHBY

WM. ANDREWS.

Subscribed and sworn before me }
this day of 1850. }

AUBURN PRISON, }
October 1st, 1850. }

To the Inspectors of State Prisons:

The agent respectfully reports, the following is a true statement of
the moneys received and expended for general support, &c., during
the month ending September 30, 1850.

Balance brought from August account,	\$4,359 93
Cash received this month from	
Cabinet shop, Hewson, Parson & Co.....	\$1,209 97
Machine do Beardsley, Keeler & Co...	1,952 18
Tool do Casey, Ketchel & Co.....	1,211 37
Hame do Hayden & Litchworth,....	917 83

Carpet shop, Josiah Barber,.....	4,922 82	
Shoe do E. P. Ross,.....	1,059 64	
Cooper do Chester Fanning,	469 92	
Visitors, 1,216 persons,.....	279 50	
Building and repairs, materials sold,....	180 76	
Rations, grain, &c., sold,.....	801 58	
Prison horse, sold,.....	90 00	
Convicts' deposits,	12 13	
	<hr/>	13,107 70
		<hr/>
		<u>\$17,467 63</u>

Cash expended this month:

Rations.

Paid John Husk, 4 bbls. vinegar,.....	12 00
Moses Hopkins, 32 bush potatoes,..	8 00
Eli Smith 34 ²⁵ bush. corn,.....	21 49
H. T. Dickinson, 1,033 lbs. beef,..	28 01
S. G. Pomroy, 165 prime, 69 mess pork,	2,220 00
Daniel Conklin, 34 ⁷ bush. corn,....	21 08
John E. Patten, 801 lbs. beef,.....	20 02
John McKee, 28 ¹ / ₂ bush. potatoes, ..	7 13
Moses Dickson, 71 ¹ / ₂ bush. beans, ...	71 75
E. & W. Osborn, 1,744 lbs. beef, ..	43 60
Peter Mesick, 13 ¹ / ₂ bushels potatoes,	3 38
H. T. Dickinson, 1,251 lbs. beef,....	31 27
Samuel Davis, 14 bushels beans,....	14 00
Lebeus Smith, 8 ³⁰ bushels corn, ..	5 19
David Chamberlain, 19 ¹ / ₂ do potatoes,	4 88
A. H. Dickson, 36 do beans,	36 00
Jacob Clieft, 16 do do	16 00
H. T. Dickinson, 860 lbs. beef.....	21 50
John E. Patten, 1,312 do do	32 80
Darius Adams, 9 bbls. mess pork,...	101 25
Spencer Hall, 24 bushels potatoes,..	6 00
H. W. Andrews, 385 ¹ / ₂ bushels beans,	385 25
C. G. Briggs, agent, freight on pork,	6 73
A. H. & J. Bush, salt and cartage,..	154 91

Nathaniel Pollard, 27½ bushels pota- toes,	6 81
Theodore Saunders, 22½ do beans, ...	23 91
	<hr/>

3,303 46

Hospital.

Paid David Mills, 93 quarts milk,

3 72

Clothing and bedding.

Paid A. Nisbit, 575 lbs. cotton batting, ...	57 50
Wm. Muir & Co., 60½ yards ticking,	10 28
John Husk, 2 coats, 2 pair pants, 3 vests, 1 hat,	10 00
Wm. Buckhout, fulling, 279 yards cloth,	8 37
R. & J. L. Jenkins, 131½ yards tick- ing,	16 60
L. E. Lathrop, 2 coats, 2 vests, 1 pair pants,	7 00
Wm. Muir & Co., 2 pieces ticking, 60½ yards,	10 28
H. H. & J. Burt, 9½ dozen cotton- hdks., 1 ball wicking,	16 92
	<hr/>

136 95

Building and repairs.

Paid Elijah Sperry, 517 feet oak plank, 418 feet maple and beach do, ...	11 93
J. V. Bowen & Co., 658 feet pine plank,	13 87
David Fries, 2,550 brick,	13 17
John Heany, 5 bbls. water lime and cartage,	7 63
H. H. & J. Burt, nails, &c.,	73 70
Beardsley, Keeler & Co., engine for cabinet shop, &c.,	2,264 77
	<hr/>

2,385 07

Fire wood, oil, &c.

Paid A. K. King & Co., 221½ cords hard wood,	663 75
A. H. & J. Burt, lard and sperm oil,	121 68
	<hr/>

785 43

Printing and stationery.

Paid J. O. Barber, printing bills for John Jackson, escaped convict,	1 50
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Discharged convicts.

Paid cash discharged convicts this month,	104 34
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Salaries of officers.

Paid pay roll of officers, keepers and teachers,	1,475 47
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Pay of Guard.

Paid pay roll of 20 guard,	591 80
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Miscellaneous.

Paid J. Gould cartage on sundries,	7 94
James N. Gale, 31 nights' services as substitute guard,	34 87
Daniel Goodwin, 1 day's team work,	2 50
John Husk, 10 days' extra guard, ..	10 00
T. H. Houghtaling, expenses pursuing escapes,	75
Mortimer Rhodes, expenses pursuing escapes,	1 60
W. H. Hutchinson, convict's deposit refunded,	28
Daniel O. Sullivan, convict's deposit refunded,	20 03
Luke Gannon, convict's deposit refunded,	20 32
Lewis Markham, 11 days' extra guard,	11 00
Thomas Sherman, removing rug shop to the rear of the yard,	34 38
C. G. Briggs, agent freight on sundries from Albany,	8 90
A. N. & J. Burt, tobacco,	99 23
Levi Clearwater, convict deposit refunded,	9 13

James Quick, 131 bushels coal,....	9 17	
Casey, Ketchel & co., 4 bush. coal,	75	
	<hr/>	270 80
Total expenditures,.....		9,058 59
Balance to new account,..		8,409 04
		<hr/>
		17,467 63
		<hr/>

STATE OF NEW-YORK, }
 Cayuga county, }

Benjamin Ashby agent, and William Andrews clerk, of the Auburn prison, being duly sworn, say that the foregoing account is correct and true according to their best knowledge and belief.

BENJAMIN ASHBY, *Agent.*

WM. ANDREWS, *Clerk.*

Subscribed and sworn before me, this }
 31st day of October, 1850. }

J. BOSTICK, *Justice of the Peace, Cayuga County.*

STATEMENT

Showing the expenditure of the sum of one hundred dollars drawn from the Literature Fund, pursuant to the act passed December 14th, 1847, to purchase books for the use of convicts in the Auburn Prison.

Names of Books.—Purchased of Derby, Miller & Co.

	No. Vols.	Price per Vol.	Am't.
Chalmer's Readings,	2	1 00	2 00
Josephus,	1	1 75	1 75
Pratt's Christianity,	1	50	50
Variations of Popery,	1	1 50	1 50
Views a-foot,	1	1 25	1 25
Hill Difficulties,	1	1 25	1 25
Travels in the East, 2 vols.,	2	1 25	2 50
Salathiel,	1	1 00	1 00
Bethel Flag,	1	75	75
Irvin's Travels,	1	1 25	1 25
Whaling, by Abbott,	1	1 63	1 63
Sacred Music,	2	2 25	4 50
Leaves from Book of Nature,	1	38	38
Wilson's Miscellany,	3	75	2 25
Lives of Female Sovereigns,	2	44	88
Sunday Evening Conversation,	3	41½	1 25
History of the Bible,	1	50	50
Bible Thoughts,	1	50	50
Charlemagne,	1	50	40
History of Miss,	1	1 25	1 25
Blind Man's Offering,	1	1 00	1 00
Bible Doctrines,	1	50	50
Knapp's Essays,	1	74	75
Comb's on Man,	1	1 50	1 50
Lee's Physiology,	1	75	75
Sabbath Manual,	1	38	38
Young Man from Home,	1	38	38
Anxious Inquirer,	1	37	37
Biblical Antiquities,	1	1 00	1 00

	No. Vols.	Price per Vol.	Am't.
Adams' Poems,	1	38	38
History of Jews,	1	1 00	1 00
Young Man's Guide,	1	62	62
Way of Life,	1	50	50
Hannibal,	1	63	63
Charles Second,	1	63	63
Elizabeth,	1	62	62
English Poets,	1	50	50
Charlotte Elizabeth,	7	45	3 15
Thoughts for a Young Man,	5	23	1 15
Oregon Trial,	1	1 13	1 00
Pilgrim of the Alps,	1	1 00	1 00
Bible in Spain,	1	68	68
Scenes in the Old World,	1	1 12	1 12
Closet Library,	1	68	68
Pilgrimage,	1	45	45
Bible Evidences,	2	45	90
Scenes in a Clergyman's Life,	1	68	68
Sacred Mountain, by Headley,	1	1 13	1 13
Mountains of the Bible,	1	90	90
Allcott's Letters,	2	68	1 36
Zoology,	1	90	90
Leaves of History,	1	68	68
Learn to Live,	1	68	68
Sacræ Privata,	1	68	68
Christian Instructor,	1	68	68
Treasury of Knowledge,	1	67	67
Porteus on Mathew,	1	68	68
Seen in College,	1	68	68
Pastoral Reminiscences,	5	68	68
Generals Last War,	1	90	90
Indian Captivity,	1	90	90
Abbott's Works,	2	68	1 36
Mrs. Van Sennep,	1	1 00	1 00
Mrs. Grant,	1	58	58
Dymond's Essays,	1	67	67
Mrs. Webster,	1	90	90
Mr. Davison,	1	45	45
Plan of Salvation,	1	56	56

	No. Vols.	Price per Vol.	Am't.
Proverbs for People,.....	1	90	90
Thompson's Lectures,	2	68	1 36
Lord our Shepherd,	1	56	56
Whale and Captor,	1	56	56
Scenes where the Tempter has Triumphed,	1	45	45
Cheever's Hill of Difficulty,	1	1 12	1 12
Cheever's Lectures on Pilgrim's Progress,..	1	1 12	1 12
J. Q. Adams,	1	1 13	1 13
Women of the Bible,	1	1 13	1 13
Mary and Mathew,	1	56	56
Review of Mexican War,.....	1	56	56
Silas Wright,.....	1	1 13	1 13
Missionary Offering,	1	90	90
Plutarch's Lives,.....	1	1 00	1 00
Life in Earnest,.....	1	56	56
Conversations on the Bible,	3	56	1 68
Conversation on Chemistry,	1	90	90
Barne's Notes,	4	68	2 72
Dead Sea,.....	1	90	90
Revolution of Mexico,	1	1 12	1 12
Sprague's Contrast,	1	68	68
Democracy in America,	1	90	90
Owen on Forgiveness,	1	56	56
Imitation of Christ,.....	1	56	56
Holy Living and Dying,.....	1	90	90
Emmanuel,.....	1	56	56
Life of Christ,	1	90	90
Rambles about Europe,	1	68	68
Ripley's Notes,	1	1 12	1 12
Queens of Spain,.....	1	1 13	1 13
Charms of Niles,.....	1	1 36	1 36
Adirondack,	1	1 13	1 13
Republican Christianity,.....	1	1 00	1 00

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CLERK'S REPORT.

CLERK'S OFFICE, AUBURN PRISON, }
December 1, 1850. }

To the Inspectors of State Prisons :

Gentlemen :—In compliance with the statute, I furnish you with the following statistics of said prison :

Number of convicts remaining in prison December 1, 1849,..	609
“ received from courts during the year ending Nov- 30, 1850,	286
“ received from Sing Sing Prison,	17
“ returned from Lunatic Asylum cured,	1
	913

Discharged during the same period, as follows :

By expiration of sentence,	133
By pardon,	22
Died from sickness,	9
Escaped and not retaken,	4
Sent to the Asylum, Utica,	8
Removed to the Western House of Refuge,	2
Discharged by habeas corpus and new trial granted, ...	3
	811
Total discharged and died,	811
Total remaining in prison December 1, 1850,	732

The number of convicts in this prison, December 1, 1850, is 732, of whom 133 are in the State's employ and hospital, and 599 are employed on contract, as follows :

	No. of men.	Contract price.	Total.
Carpet,... Josiah Barber,.....	325	38	325
Cooper,... Van Tuyl & Freeoff,.....	25	61 $\frac{1}{8}$	25
Cabinet,... Hewson, Parsons & Segoine..	44	65	44
Hame, ... Hayden & Letchworth,.....	44	45 $\frac{1}{2}$	44
Machine,.. Beardsley, Keeler & Curtis,..	50	46	50
Shoe, E. P. Ross,.....	54	50 & 65 $\frac{1}{2}$	54
Tool, Casey, Ketchell & Co.,.....	57	51	57
			<hr/> 599 <hr/>

Number of men employed by the State, and in the hospital.

Yard,.....	42
On the tailor board,	13
Satinet weavers,.....	3
Sock do	2
State barbers,.....	3
Hospital helpers,.....	3
do sick and lame,.....	16
Shoe makers,	12
Dining hall and kitchen,.....	15
Soap house,	1
Wash room,	3
Wing, sweeping, &c.,.....	9
Warden's kitchen,	2
Hall waiter,.....	1
Infirm and idle,.....	7
Stable,	1
	<hr/> 133 <hr/>

RECAPITULATION.

Working upon contract,.....	599
Employed by the State, &c.,	133
Total in prison, Dec. 1, 1850,	<hr/> 732 <hr/>

WM. ANDREWS, Clerk.

WARDEN'S REPORT.

AUBURN PRISON, }
Dec. 2nd, 1850. }

To the Inspectors of State Prisons :

Gentlemen—I herewith submit a brief report as warden of this prison.

Since making my last annual communication, little has occurred worthy of special note in the police department of the prison.

The number of convicts has been largely increased for information in regard to which, as well as in relation to crimes, terms of sentences, place of conviction, age, &c., I would refer you to the annexed tables.

The erection of two new work shops in place of old and insufficient buildings, during the past year, one for the machine and the other for the carpet contractors, has improved the appearance of the establishment, and is conducive to the convenience of labor, and the health and comfort of the convicts. They work more cheerfully and are more easily governed, in commodious well lighted, and properly ventilated rooms. These shops, as well as those erected the previous year, were built from the earnings of convict labor, without any legislative aid or appropriation, and without incurring any debt to render such aid necessary in future.

The agent's report, I doubt not, will establish the fact that the product of convict labor has seldom been larger from a similar number of men, and that notwithstanding our extensive and costly improvements, the prison finances are still in a flourishing condition.

I take pleasure in bearing witness to the excellent provisions and comfortable clothing furnished by the agent at all times during the

past year, as well as to the prudence and economy which have characterized the management of his department.

The health of the convicts has generally been good as will appear from the small bill of mortality in one of the annexed tables. During the month of August a summer complaint, which prevailed to some extent in this section, more or less affected the convicts, and for a short period assumed a threatening aspect. A large number were indisposed from its effects, several dangerously sick, and three died; but under the watchful care and skilful treatment of our excellent physician it was arrested in its course, and the prison soon restored to its wonted health.

The Sabbath and evening schools have been prosecuted under the direction of the chaplain, and the regularly appointed teachers, in a manner creditable to themselves, and with usefulness, and I doubt not, lasting benefit to the convicts. The report of the chaplain will more particularly inform you of their labors and the moral advantages resulting from this branch of prison management.

The correspondence of convicts with their friends, which was formerly conducted by the chaplain, latterly I have taken under my own supervision; while this change has relieved that officer of an arduous duty, and one which did not strictly pertain to his spiritual and official calling, I have found the personal direction of the letter writing an important aid in the administration of discipline under the present system; while the privilege of corresponding with friends remains unrestricted, the enjoyment of the privilege is made to depend upon the good conduct of the convict, and this with very many is found a salutary check, and has already proved a great incentive to good behaviour.

Since my last report six hundred letters have been written by, or for convicts to their friends, and it cannot be disguised that this correspondence produces a happy influence upon those who embrace the opportunity to write, and promotes decorum among the convicts generally.

I am not aware of any other facts worthy of notice, which are not given in the following tables.

I am, respectfully,

Your obedient servant,

JAMES E. TYLER.

Convicts received at Auburn prison during the year ending December 1st, 1850, showing the crimes of which they were convicted.

TABLE 1st.

Grand larceny,.....	101
Accessory to grand larceny,	1
Petit larceny, 2d offence,	17
Larceny,	5
Larceny after felony,	2
Burglary and grand larceny,.....	7
do petit larceny,.....	1
Burglary,.....	17
do 1st degree,.....	6
do 2d do	7
do 3d do	21
Burglary and larceny,.....	22
Attempt to commit burglary,.....	2
Bigamy,	9
Arson,	2
do 2d degree,.....	1
do 3d do	3
Assault and battery with intent to commit rape,.....	3
do do do ravish,.....	2
do do do kill,....	13
Attempt to poison,.....	1
Abduction,	2
do and rape,.....	1
Assault and battery with intent to rob,.....	2
Manslaughter, 1st degree,.....	1
do 2d do	2
do 3d do	2
do 4th do	2
Robbery,	2
do 1st degree,.....	2
do and assault and battery with intent to kill,.....	2
Rape,.....	4
do and assault and battery,.....	1
Forgery,	11
do 2d degree,.....	2
do 3d do	1

Forging, uttering and publishing forged paper,.....	1
Counterfeiting coin,.....	1
Making counterfeit money,.....	1
Importing and passing counterfeit coin,.....	1
Passing counterfeit money,.....	6
Embezzlement,.....	2
Receiving stolen and embezzled goods,.....	3
Obtaining goods under false pretences,.....	1
Perjury,.....	4
Subornation of perjury,.....	1
Incest,.....	1
Murder commuted,.....	1

303
Term of Sentence.

TABLE 2ND.

For 2 years,	93
2 years and 1 month,.....	1
2 do 2 do	3
2 do 3 do	2
2 do 4 do	10
2 do 6 do	24
2 do 8 do	1
2 do 9 do	2
2 do 10 do	2
3 do	32
3 do 1 do	1
3 do 2 do	1
3 do 3 do	1
3 do 4 do	2
3 do 5 do	1
3 do 6 do	10
3 do 8 do	1
3 do 10 do	4
4 do	10
4 do 10 days,	2
4 do 1 month,.....	1
4 do 2 do	1

4 years and 3 months,	2
4 do 4 do	2
4 do 6 do	13
4 do 7 do and 10 days,	1
4 do 10 do	1
5 do	34
5 do 1 do	1
5 do 4 do	2
5 do 5 do	1
6 do	1
6 do 4 do	1
7 do	5
7 do 4 do	1
7 do 6 do	1
8 do	2
9 do 6 do	1
9 do 8 do 20 days,	1
10 do	15
10 do 3 do	1
10 do 4 do	3
10 do 6 do	1
12 do	2
12 do 3 do	1
12 do 4 do	1
14 do	1
15 do	1
Life,	2

Commitments and Re-commitments.

TABLE 3RD.

Under sentence of 1st conviction,	261
" " 2d "	36
" " 3d "	4
" " 4th "	2

Ages.

TABLE 4TH.

15 years,	3
16 "	3
17 "	10
18 "	8
19 "	12
20 "	16
21 "	15
22 "	13
23 "	23
24 "	13
25 "	15
26 "	14
27 "	16
28 "	11
29 "	3
30 "	12
31 "	11
32 "	8
33 "	10
34 "	9
35 "	8
36 "	6
37 "	4
38 "	5
39 "	8
40 "	8
41 "	2
42 "	3
43 "	1
44 "	3
45 "	2
46 "	1
47 "	2
48 "	3
49 "	4
50 "	1

51 years,.....	2
52 "	3
53 "	4
54 "	2
55 "	1
56 "	1
57 "	
58 "	
61 "	2
62 "	1
63 "	1
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	303
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Color.

TABLE 5TH.

White,	270
Colored,	33
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	303
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Habits.

TABLE 6TH.

Temperate,	109
Intemperate,	138
Moderate drinkers,	40
Occasional drinkers,	16
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Nativity.

TABLE 7TH.

Natives of the United States.

New-York,.....	131
Pennsylvania,	12
Massachusetts,	16
Ohio,	5
New-Jersey,	3
Maine,	4

Vermont,	9
Virginia,	3
Maryland,	2
Connecticut,	7
New-Hampshire,	2
North Carolina,	1
Kentucky,	2
Delaware,	1
Michigan,	1
Rhode Island,	2
	<hr/> 201

Foreigners.

England,	18
Ireland,	40
Canada,	18
Germany,	19
Scotland,	3
France,	2
Sweden,	1
Brazil,	1
	<hr/> 102
	<hr/> 201
	<hr/> 303
	<hr/> <hr/>

Convicts where committed.

TABLE 8TH.

Albany,	29
Allegany,	3
Broome,	1
Cayuga,	7
Chautauque,	4
Chenango,	6
Chemung,	3
Cortland,	5
Delaware,	1
Dutchess,	3
Erie,	70

Genesee,	8
Herkimer,	3
Jefferson,	5
Kings,	2
Lewis,	1
Livingston,	6
Madison,	3
Monroe,	18
New-York,	10
Niagara,	10
Oneida,	18
Onondaga,	17
Ontario,	17
Orleans,	9
Oswego,	8
Otsego,	5
Rensselaer,	6
Schoharie,	5
Seneca,	1
Steuben,	2
Tioga,	3
Tompkins,	4
Wayne,	4
Westchester,	1
Wyoming,	3
Yates,	1
United States Court,	1
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	303
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Education.

TABLE 9TH.

Read and write,	210
Read only,	45
Neither read nor write,	42
Collegiate,	5
Academical,	1
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	303
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Number of punishments during the year ending on the 30th day of November, 1850.

TABLE 10TH.

	Shower bath.	Yoke.	Solitary confinement.	Head shaved.	Total.
December,	15	1	6		22
January,	12	5	10		27
February,	4	5	3		12
March,	9	16	10		35
April,	8	6	11		25
May,	18	17	10	1	46
June,	12	6	7		25
July,	12	11	9		32
August,	19	13	9		41
September,	11	5	10		26
October,	3	9	2		14
November,	6	13	5		24
	<u>129</u>	<u>107</u>	<u>92</u>	<u>1</u>	<u>329</u>

PHYSICIAN'S REPORT.

To the Honorable the Board of Inspectors of Prisons of the State of New-York:

Gentlemen—Since the date of my last report, the average number of convicts confined in the Auburn State prison, is 670.

On the 1st day of December last, there were 607 convicts, and on the day of this report, there are 733; showing an increase of 126 inmates during this year.

The whole number of Hospital patients, have been as follows:

Months.	Whole No. patients.	Whole No. days.	Daily average.	Monthly av. of convicts.
December,	33	399	12.27	623.5
January,	33	454	14.2	646.5
February,	26	441	15.21	655.5
March,	29	431	13.28	663.5
April,	27	397	13.7	670
May,	21	303	9.8	675.5
June,	35	390	13.	693
July,	30	305	9.26	706
August,	41	324	10.14	701.5
September,	59	521	17.11	708
October,	34	497	16.1	718
November,	28	388	12.18	726

These patients were from the following work shops, viz:

Shoe,	11	No. of convicts on contract,	54
Machine,	14	"	50
Cabinet,	11	"	44
Cooper,	5	"	25
Tool,	8	"	57
Hame,	5	"	45
Spinning,	34	"	325
Weave,	27		
Dye,	5		
State, and in Hospital, ...	38	"	133
Total,			<u>733</u>

The number of deaths during the past year, are as follows:

Names.	Color.	Age.	Work.	Date.	Disease.
William A. McKinney,	White, ..	56	Spinning,	January 13,	General debility.
Patrick Rigan,	" ..	27	Weaver,	March 19,	Pneumonia.
William Jewett,	" ..		Winder,	April 24,	Gangrene from wound.
Robert Jenkins,	" ..	40	State,	May 2,	Insanity, Debility.
Ara Page,	" ..	65	Winder,	August 11,	do
William Wheeler,	" ..	62	Shoe,	September 6,	Dysentery.
Phineas Henderson,	" ..		Shoe,	September 19,	do
George Bellows,	" ..	49	Hame,	October 12,	do
Albert Helm,	" ..	32	Winder,	October 14,	Consumption.

The whole number of out patients, are as follows:

Months.	Number pre- scribed for.	No. not pre- scribed for.	Daily average.	Total applicants
December,.....	834		27	
		224	7.22	1058
January,	839		27	
		289	9.3	1128
February,	770		25.21	
		179	5.29	949
March,	849		27.38	
		244	7.2	1093
April,	806		26.1	
		261	8.21	1066
May,	878		28.7	
		243	7.26	1121
June,	892		29.7	
		245	8.1	1137
July,.....	1017		32.1	
		298	9.58	1315
August,	1262		40.7	
		352	11	1614
September,.....	1327		44.7	
		421	14.1	1748
October,.....	812		26.6	
		340	10.9	1152
November,	869		28.29	
		256	8.16	1125
Total,	11,154	3,352		14,506

On recurring to the month of August, it will be observed that an unusual amount of sickness existed in this institution. Early in the month, diarrhoeas became prevalent, and during the two succeeding months, the disease rapidly run into dysentery, which as shown in the table of mortality, terminated fatally in three instances. The whole number of daily prescriptions during the period for these affections alone, amounted to 1819. Sixty-eight being the greatest number in a single day.

There are now twelve convicts more or less mentally deranged. Of this number, seven are proper subjects for the treatment of a luna-

tic asylum. During the year, nine have been sent to the State asylum at Utica, of which three were returned as not insane. One escaped from the Asylum, and after having been confined in several county poor houses, was finally lodged in the Montgomery jail, whence he was taken by the warden, and is now in this prison, a confirmed lunatic.

The following are the cases now confined in this institution:

Name.	Age.	Color.	Kind.	Cause.
Orando B. Losey,.....	25	White,.....	Suicidal,.....	Masturbation.
John Fahay,.....	54	"	Monomania,.....	Unknown.
Alphonso B. Hale,	35	"	Suicidal,.....	Epilepsy.
John Williams,.....	22	"	Monomania,.....	Unknown.
Fra Little,.....	24	"	Suicidal,.....	Over study.
William T. Jerome,.....	27	"	Mania,.....	Epilepsy.
Cyrenus Bowen,.....	29	"	do	Unknown.
Alvin Cornell,.....	56	"	do	do
John Pettibone,	35	"	Monomania,.....	Epilepsy.
George Hammond,.....	42	"	Mania,.....	Masturbation.
Albert Balch,.....	28	"	do	Imprisonment.
Isaac Drain,.....	28	"	Monomania,.....	

In the Physician's report, dated January 1st, 1844, there is a schedule of the deaths during each year, since the foundation of the prison. That schedule I have continued to the present time, with an enumeration of the deaths from consumption.

Year.	Average No. of convicts.	No. of deaths.	Per cent.	Deaths from consumption.
1818	94	1	1.06	
1819	177	2	1.13	
1820	199	3	1.06	
1821	223	5	2.24	
1822	228	13	5.7	
1823	269	9	3.34	
1824	328	2	0.61	
1825	386	6	1.55	
1826	426	7	1.64	
1827	476	9	1.89	
1828	547	9	1.64	
1829	604	6	0.99	
1830	605	18	2.97	
1831	633	15	2.37	
1832	646	12	1.86	
1833	665	11	1.65	
1834	666	11	1.65	
1835	654	10	1.53	
1836	656	18	2.71	
1837	679	19	2.79	
1838	661	15	2.25	
1839	643	10	1.55	
1840	682	14	2.05	
1841	701	9	1.28	
1842	709	7	0.98	The deaths from consump- tion were to this year, 93
1843	742	11	1.34	
1844	774½	8	1.8	3
1845	736	11	1.49	5
1846	652	34	5.21	6
1847	551	26	4.71	12
1848	482½	2	0.41	0
1849	562	7	1.24	1
1850	670	9	1.34	1
Total,.....		349		121

In a former report I called attention of Inspectors to the imperfect construction of the hospital for the purpose for which it is intended. In some respects, it is as perfect as could be desired. This remark applies particularly to the floor ventilation, but the ceiling is so low (nine feet,) that the exhalations arising from the sick, are but little above the heads of the patients when standing, and with little or no means of escape from the upper section of the room. With comparatively little expense, this defect could be remedied, and the healthfulness and architectural proportion of the apartment much improved.

I cannot close this report without calling your attention to the prevalence of rheumatic affections in this institution. The chief cause, in my judgment, arises from the imperfect manner in which the sleeping apartments are warmed. This can be completely remedied, by the introduction of steam pipes, in place of the present use of the stoves, by which there is no possibility of producing throughout the dormitories, anything like an equable temperature.

Another, and perhaps equal cause, is to be found in the moisture of the atmosphere of these apartments, particularly of the north wing, which has its main entrance by large doors opening into the kitchen, where, as shown by the hygrometer, the atmosphere is almost always at the point of saturation. Another cause still, exists in the use of cotton instead of flannel shirts, during too large a portion of the year.

By the following table it will appear that the greatest amount of rheumatism is developed in the month of October, when the transition from summer to winter begins. If the cotton were exchanged for woolen shirts at this time, I have no doubt that there would be much less of this affection among the convicts.

Month. •	Prescriptions for Rheumatism.
December,	184
January,	142
February,	109
March,	122
April,	125
May,	83
June,	115

July,	155
August,	172
September,	157
October,	371
November,	190
Total,	<u>1925</u>

Gentlemen—Permit me to remark that there is no officer in this institution who is regarded as, or acknowledged to be, the head of its hygiene. From an examination of the statute laws relating to this prison, we might conclude this matter to be defined beyond dispute. But when several individuals, having about the same amount of authority conferred upon them, are operating without concert of action, and in some degree regardless of the duties and rights assigned to each, the result cannot be as satisfactory as a State institution, so important as this, should present. In very many instances, custom is superior to law, particularly when the law is not clearly defined in all its bearings, which is the case in reference to the officers of this institution. The physician has always been regarded by its superior officers in the light merely, of a medical practitioner, to cure—not to prevent disease—was this officer invested with positive power to regulate and control this department, the principles of humanity would be better subserved, the interest of the State would be greatly furthered, the object and intent of State prison punishment, more fully attained, and the whole system would accord more perfectly than it now does, with the advancement of our civilization.

Please accept my thanks for the favors received at your hands, and believe me,

Very respectfully,

Your obedient servant,

BLANCHARD FOSGATE,

Physician.

Auburn, Dec. 2nd, 1850.

CHAPLAIN'S REPORT.

To the Honorable Board of Inspectors of Prisons:

Gentlemen—It becomes my duty, at the close of another year, to report to your board the moral and religious condition of the convicts in this institution—"what labors have been performed," the results of such labors, &c.

In the discharge of this duty, I would respectfully submit the following as such report for the year ending Nov. 30, 1850.

The means which have been employed for the moral and religious improvement of the convicts in this prison, are substantially the same, in kind, as those which are employed to effect the like results in other classes of men. Believing that the radical difficulty with all these men consists in the fact, that they are at enmity with God, and that could we secure obedience to his laws, a respect for the rights and laws of men would necessarily follow, we have ever regarded the "gospel of reconciliation" as the only effectual preventive and remedy for the numerous evils that grow out of this wrong state of heart. If the hardened and bold transgressor of the laws of man can be reached at all; if his reformation be among the things that are morally possible, it will be effected in the State prison, as elsewhere, by the preaching of this gospel, and by faithful personal instruction and counsel, proceeding from a heart glowing with love to God and sympathy for suffering humanity however degraded, wherever found. These are the means which have been appointed and blest by the Author of our moral and social nature, for the restoration of fallen man to the path of virtue and happiness. "Goodness and severity," "mercy and justice," should characterize all our instructions and treatment of those whom we would rescue from degradation and ruin. Such instructions convince the understanding and impress the conscience; such deportment softens the heart and wins it back to virtue. In accordance with these principles it has been my purpose,—though

imperfectly executed,—to see that the ignorant were instructed, the careless warned, the thoughtful and the penitent encouraged to return to their heavenly Father through Jesus Christ. That a thorough and radical reformation could be effected in the case of many of the inmates of this penitentiary, my confidence in the gospel led me to expect; and that it has been, the testimony of well ordered lives under my own observation has led me to believe. It is not, however, to be denied that, in effecting the reformation of convicts, there are difficulties to be encountered which are either peculiar to this class of men, or much more general and formidable than in ordinary communities. The majority of the inmates of our prisons are below mediocrity in mental capacity and acquirements; and their moral faculties have either been sadly neglected, or badly educated. As a mass they are extremely ignorant of the fundamental principles of morality, and often strongly prejudiced against the essential doctrines of the gospel, and jealous of those who advocate them. They are slow to believe that any good motive can influence those who sustain any *official* relation to them—not excepting the chaplain. Large numbers, moreover, are constantly brooding over injuries which they believe (or pretend to believe) they have received from “society,” especially from those who were chiefly instrumental in procuring their conviction. Some affirm that they are “*entirely innocent* ;” others, that they are “*less guilty than those who escaped*.” Many who confess their guilt, find fault with the length of their sentence. “Two years,” they say, “might have done them good, whereas the five, ten, or fifteen years, which they are condemned to serve, will ruin them. Accordingly, when urged to attend to the improvement of their minds, and to the cultivation of those principles which lie at the foundation of all thorough reformation, their frequent reply is, that they cannot do that *here*. “Your advice is good,” say they, “and we ought to follow it; but we have so much to trouble us here that we cannot do as you would have us. We have so many distracting and aggravating reflections upon the past—especially in reference to the course that was taken to get us into this place, that we can think of little else. In short, we think it impossible for a man to reform and become truly religious in such a place as this.”

Thus do these unhappy and self-deceived men seek to stave off personal responsibility, and postpone present duty; dwelling so much

upon the faults and blameworthiness of others, that they have little time to think of their own wrong doings, and consequently very slight perceptions of their guilt before God or man. Such is the state of mind in which the chaplain finds many of those for whose improvement he labors. Ignorance and self-complacency, jealousy and revenge, have pre-occupied and taken deep root in the soil, where he would fain sow the good seed. If to a lamentable extent, "thorns" should spring up, and choke the seed, it would indeed show that the soil was a hard one to cultivate, though it would by no means justify the conclusion, that it was wholly barren and unfruitful. While, therefore, it is conceded that there are found in the character and condition of convicts peculiar and serious obstacles to their reformation, it is nevertheless believed that much may be accomplished by the appropriate means; and that the past year has not been one unproductive of good. To say nothing of those salutary impressions that may result in much good, although it may never come to our knowledge in this world, I would name the following as among the results of our endeavors to promote the intellectual and moral improvement of the convicts in this prison, during the period embraced in this report.

1. Nearly 200 have been more or less under the care of the teachers appointed to give instruction in the elementary branches of education. About 100 have been so far advanced as to be able to read the Bible; and it is deeply interesting to witness the industry and earnestness of this class of men in perusing the sacred volume.

2. About 250 have enjoyed the advantages of our excellent sabbath school during three-fourths of the year; the balance of the year we are obliged to suspend the school on account of the absence of the teachers. Between 30 and 40 of the young men connected with the Theological Seminary in this city have engaged in the interesting and beneficent work of imparting biblical knowledge to those here assembled, with a zeal and efficiency which merit the commendation and gratitude of every well wisher to the convicts. In several instances the fruits of these labors are already visible in the changed and improved deportment of their pupils. Here and there throughout the school are to be found those who furnish all the evidence that can be expected, in the circumstances, of a radical re-

formation of character. We may be mistaken; still we cannot but hope that some have heartily renounced their sins and entered the way of life.

3. The gospel, as understood by evangelical christians generally, has been preached to all every Sabbath through the year. Our audiences have always been attentive, and sometimes many have seemed and professed to be strongly impressed by the truth.

4. On the Sabbath, and frequently on other days, religious services have been held in the hospital. The evening twilight has sometimes been improved with good effect in offering prayer and praise in this place. As we have offered our evening supplications and expounded a portion of the scriptures many minds have seemed to be affected, and, I trust, some hearts have received salutary impressions. During the past year nine convicts have closed their earthly career in this place. Of this number three or four have witnessed the steady approach of the king of terrors with a composure and resignation which seemed to be the result of sincere penitence for sin, and unfaltering faith in Jesus Christ. While all have been encouraged and entreated to look to the Lamb of God in a dying hour, we have had some impressive illustrations of the fact that a sick bed is an unfitting place to prepare for death. Many and bitter regrets have been expressed by the sick and the dying that they had not before given their attention to this subject.

5. From the chapel or hospital I have usually gone direct to the galleries, where I have endeavored to follow up the public exhibition of the truth by private instructions and personal appeals, from cell to cell, during the remainder of the Sabbath. From four to six hours on the Sabbath, and from one and a half to three hours of the evening on other days have usually been devoted to this kind of labor. As heretofore, I have still occasion to bear testimony to the kind manner in which my visits have always been received. While it is not pretended that the willingness of these men to engage in personal conversation is always indicative of a desire for religious instruction, it can nevertheless generally be made subservient to their moral improvement, and such has been my aim in my intercourse with them.

6. Religious tracts and books adapted to the state of mind, or taste

of particular individuals have been freely circulated. The prison library has also been regularly distributed to the keepers, and by them given out to the convicts. The books are eagerly sought, and would be extensively read, were there the opportunity for so doing. But, not being allowed to read by day, (except on the Sabbath, and a short time after work during the summer season), and having no light to read by night, the library of the prison can be productive of but little good. Until measures are taken to light the wings where the men are confined *more than one-half of the time*, neither their minds, nor morals can be greatly benefited by this beneficent provision of the Legislature. Having on two former occasions called your attention to this subject, I should not have adverted to it again, were it not that I deem it an indispensable part of the moral machinery which must be put into operation, before the mass of ignorance here found can be effectually removed. It is morally impossible to enlighten the minds and improve the morals of these men, to any considerable extent, while they are deprived of the means of *profitable* mental occupation, and thus left exposed, during their hours of solitary confinement, to the corrupting and debasing influence of ungoverned passions and vile imaginations. I greatly question whether one in ten of the most intelligent and best men in society could be subjected to such a course of treatment without its greatly debilitating his intellect and corrupting his morals. If such would be the influence of this treatment upon *intelligent* and *good* men, what can we expect but similar and more disastrous results in the ignorant and immoral. If the *punishment* of convicts, and self-support, are the *only* ends sought by our penitentiary system, then this course of treatment is doubtless the proper one, for a greater punishment could scarcely be inflicted than the one here deprecated. But if, on the other hand, the *salvation* of the convict from the debasing influence of ignorance and crime be an end sought in connection with merited punishment, then we say, Gentlemen, let there be light furnished whereby the ignorant and debased may acquire that knowledge which would make them wiser, and—we may hope—better men. A change in this respect might be made greatly subservient to the support of discipline, as it would be very easy to deprive those of the privilege of reading who were disobedient to the rules of the prison.

The cost of furnishing the requisite light can hardly be deemed worthy of consideration. I have recently been informed by the war-

den of the Ohio State Prison, where they manufacture their own gas from refuse grease, that the whole establishment is lighted by 300 burners, at an average expense of less than three dollars per night.

In conclusion, I would express my obligations to the agent of this prison for the prompt supply of such books as have been needed for educational purposes, and also for the purchase of two hundred and fifty bibles, of large size and fair type, to supply the place of imperfect copies, and of those that are of too small type to be serviceable in many of the cells. To the warden I am under obligation for essential aid in the suppression of "bad books," the circulation of which has been considerably diminished during the past year, and also for permission granted to the teachers of the Sabbath school, to visit their classes at their cells, a favor highly appreciated by them, and I trust profitable to their pupils.

That in the management of this Institution, the majesty of the laws, and the ends of justice, in the punishment of the criminal, may ever be happily combined with the proper means for his reformation, and that your influence, gentlemen, may subserve these ends is the earnest prayer of

Your humble servant,

P. G. COOKE,

Chaplain.

Auburn State Prison,

December, 1850.

Chaplain's table of Statistics,

Compiled from the prison register, and from personal examination of the convicts in Auburn State Prison, at the close of the year ending Nov. 30, 1850.

Whole number embraced in these tables,..... 732

TABLE I.—*Nativity.*

Natives of the United States,.....	527
White,	441
Black,	86
Natives of foreign countries,.....	205
England,	52
Ireland,	78
Scotland,	8
Germany,	34
France,	2

Sweden,.....	2
Russia,.....	1
Hungary,.....	1
East Indies,.....	1
West Indies,	2
Canada,	24
Total,.....	<u>732</u>

TABLE II.—*Age at the time of conviction.*

Under 20 years,.....	74
Over 20 and under 30,	336
30 " 40,.....	193
40 " 50,.....	86
50 " 60,.....	32
60 " 70,.....	11
	<u>732</u>

TABLE III.—*Intellectual culture.*

1. Unable to read,.....	172
2. Able to read a little,.....	92
3. Able to read and write, and had some knowledge of arithmetic,.....	415
4. Had a good English education,.....	42
5. Had a classical education,.....	8
6. Collegiate education, (European,).....	3
7. Learned to read in prison,.....	113

TABLE IV.—*Moral and religious culture.*

1. Had religious instruction in early life,.....	264
2. Learned the Decalogue,.....	266
3. Learned church catechism,	175
4. Attended Sabbath school,.....	149
5. Had little or no religious instruction,.....	468
6. Refrained from labor, and attended church on the Sabbath,	116
7. Seldom attended church on the Sabbath,.....	516
8. In the habit of reading the Bible,.....	120
9. Were not in the habit of reading the Bible,.....	512
10. In habit of reading the Bible now,.....	512
11. Church members before imprisonment,.....	59
12. Hope they are Christians now,	52

TABLE V.—*Habits and Social State.*

1. Intemperate,.....	371
2. Moderate drinkers,.....	298
3. Total abstinence,.....	63
4. Intoxicated when they committed the crime for which they are confined,	185
5. Use tobacco,.....	571
6. Novel readers before imprisonment,	221
7. do since do	120
8. Gamblers,.....	146
9. Used profane language,	550
10. Had a trade,	195
11. Had no trade,	517
12. Occupied at the time of apprehension,	338
13. Not occupied at the time of apprehension,.....	394
14. Married,	346
15. Widowers,	33
16. Separated from wife,.....	65
17. Single,.....	386
18. Those who have families have, in the aggregate, 547 children.	

TABLE VI.—*Additional facts connected with early history.*

1. Parents both church members,.....	105
2. One parent a church member,	53
3. Deprived of both parents before 16 years of age,.....	181
4. Deprived of one parent do do	191
5. Deprived of home before 16 years of age,.....	308
6. Left parents or guardians without consent,.....	119

TABLE VII. *Miscellaneous.*

1. Confess guilt,	528
2. Deny do	205
3. Now in good health,.....	594
4. Committed for second time,.....	82
5. do third time,	22
6. do fourth time,	4
7. do sixth time,	2
8. Total number of recommitments,	110

TABLE VIII. *Counties where convicted.*

Albany,	56
Allegany,	6
Broome,	3
Cattaraugus,	1
Cayuga,	23
Chautauque,	10
Chemung,	8
Chenango,	6
Clinton,	1
Columbia,	1
Cortland,	7
Delaware,	4
Dutchess,	3
Erie,	157
Essex,	1
Franklin,	1
Fulton,	2
Genesee,	11
Greene,	2
Herkimer,	7
Jefferson,	29
Lewis,	2
Livingston,	16
Madison,	8
Monroe,	72
Montgomery,	1
New-York,	19
Niagara,	16
Onondaga,	43
Oneida,	45
Ontario,	27
Orleans,	20
Oswego,	16
Otsego,	11
Queens,	1
Rensselaer,	18
Saratoga,	9
Schoharie,	7

Seneca,	8
Steuben,	10
St. Lawrence,	4
Tioga,	7
Tompkins,	8
Washington,	1
Wayne,	10
Wyoming,	8
Yates,	5
Westchester,	1
	<hr/>
	732
	<hr/>

TABLE IX. *Crimes and number convicted of each.*

I. Crimes against person : 134

Abduction,	1
Abduction and rape,	1
Assault and battery with intent to commit a rape,	13
do do do to kill,	29
Attempt to kill by poison,	2
Bigamy,	20
Crime against nature,	2
Incest and attempt to commit do,	4
Inveigling & kidnapping,	1
Manslaughter,	16
Murder,	6
Perjury,	7
Suborning witness, and perjury,	1
Rape,	30
Rape and incest,	1

II. Crimes against property : 598

Arson,	17
Arson and grand larceny,	1
Breaking jail,	1
Burglary,	110
Burglary & larceny,	72

Embezzlement,	3
Forgery, (of all kinds).....	41
Grand larceny,.....	234
Petit do	62
Making and passing counterfeit money, or United States coin,	22
Obtaining goods under false pretences,.....	1
Robbery, (1st degree & highway).....	22
Robbing mail,	3
Stealing letters from P. O.	2
Robbing and attempt to kill,.....	2
Receiving stolen goods,.....	4
do do money,.....	1
Crimes against the person,.....	134
do do property,.....	598
	<hr/> 732

TABLE X. *Length of sentences.*

Sentenced for 2 years and under 3 years,.....	232
do 3 do do 4 do	146
do 4 do do 5 do	71
do 5 do do 6 do	125
do 6 do do 7 do	13
do 7 do do 8 do	25
do 8 do do 9 do	5
do 9 do do 10 do	7
do 10 do do 11 do	71
do 11 do do 12 do	2
do 12 do do 14 do	10
do 14 do	4
do 15 do	5
do 20 do	3
do 22 do	1
do For life,	12
	<hr/> 732
	<hr/>

TABLE XI. *Occupation previous to imprisonment.*

Architects,	1
Bakers,	7
Brewers,	1
Barbers,	11
Blacksmiths,	15
Boatmen,	39
Butchers,	4
Cabinet makers,	16
Carpenters,	40
Cooks,	15
Coopers,	12
Clerks,	7
Engineers,	3
Farmers,	190
Gardners,	2
Grocers,	11
Gold pen makers,	1
Gunsmiths,	1
Laborers,	190
Lawyers,	2
Machinists,	21
Masons,	8
Merchants,	7
Millers,	4
Moulders,	3
Portrait painters,	1
Pedlars,	12
Physicians,	2
Preachers,	1
Printers,	6
Saddlers,	4
Sailors,	39
Shoemakers,	38
Stone cutters,	3
Tailors,	11
Tanners,	2
Teachers,	3
Watchmakers,	2

Woolen factors,	2
Miscellaneous,	6
	<hr/>
	732
	<hr/>

P. G. COOKE,
Chaplain.

Auburn State Prison,
December, 1850.

y of the foregoing tables of statistics.

From the above tables, it appears that about 4 in 7 of the convicts are white natives of the United States.

About 1 in 8 are black natives of the United States.

2 in 7 are foreigners.

1 in 10 are under 20 years of age.

2 in 5 are between 20 and 30 years of age.

Over 1 in 3 are unable to read intelligibly.

About 1 in 6 has learned to read in prison.

1 in 17 had a good English education.

1 in 92 or 8 were classically educated.

3 claim that they had a European collegiate education.
(Doubtful.)

1 in 3 claim to have had religious instruction in early life.

1 in 7 had parents who were church members.

1 in 3 partially learned the Decalogue and some church catechism.

1 in 5 have attended sabbath school.

1 in 6 have observed the sabbath in early life, but few of them in late years.

5 in 7 have seldom read the Bible.

5 in 6 were habitual sabbath breakers.

Over 1 in 2 were intemperate drinkers.

1 in 12 total abstinence.

1 in 4 were intoxicated at the time they committed the crime for which they were imprisoned.

5 in 7 are tobacco chewers.

1 in 3 are novel readers.

1 in 7 are gamblers.

3 in 4 had no trade.

Over 1 in 2 were unoccupied at the time they were apprehended.

1 in 2 are married.

1 in 2 lost one or both parents before they were 16 years of age.

REPORT

Of the Teachers appointed to give instruction in the elementary branches.

To the Rev. G. P. Cook, Chaplain:

In submitting to you another yearly report, it gives us much pleasure to be able to say, we have cheering evidence that our labors have opened to many degraded minds new springs of profitable thought, and new means of self-improvement.

While of those under our tuition, many have made very rapid improvement, nearly all have given good evidence that they rightly value the benignant provision of that legislation which gives our labor for their good; and if the earnestness with which they try to improve were to be regarded as a measure of their appreciation of it, there would be strong reason to hope it would have its due influence upon their characters and future plans.

Very many of those we teach are young men, who were by necessity, or their own waywardness, deprived of a home and the restraints of parental care at a very early age. To such the teacher's mission is a fit mingling of mercy with the retributive justice of violated law.

Our chief care has been with those who were unable to read intelligently. Copies written upon slips of paper, slates, and pencils, with such instructions as were needed, have enabled many to learn to write who could not before; and, as far as practicable, those who knew little or nothing of written arithmetic, have been instructed in the more practical rules.

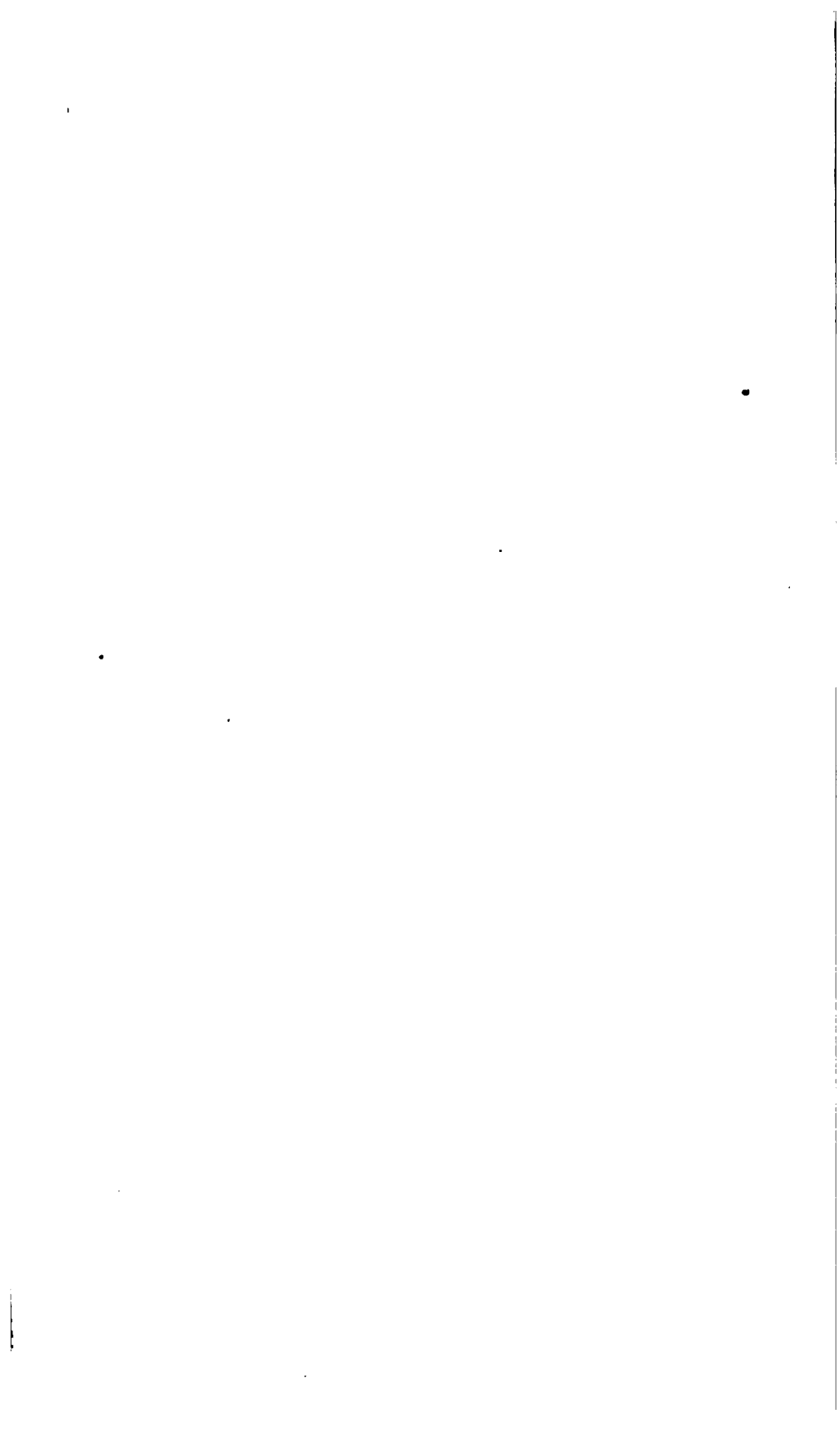
The following is a report of our labors for the year ending December 1st, 1850:

The whole number taught since January, 1850,.....	198
Of those there are now under instruction,.....	98
Discharged from prison,.....	28
Whole number taught in reading,.....	133
do do do writing,.....	58
do do do arithmetic,.....	85
Whole number who did not know their alphabet, or could read but little,	109
Whole number who were entirely ignorant of written arithmetic,	64
do do knew something of written arithmetic,	21

Respectfully,

THOMAS CONDON,
WM. F. SEGOINE,
Teachers.

DOCUMENTS
IN RELATION TO SING SING PRISON.



REPORT OF THE AGENT.

SING SING PRISON, }
November 30, 1850. }

To the Inspectors of State Prisons :

Gentlemen :—I respectfully submit the following statement of the transactions of the prison for the fiscal year ending September 30, 1850.

The following statement exhibits the total amount of *cash* received, from all sources, including the cash balance on hand 30th September, 1849, and the cash expended during the same period.

(A.)

ALFRED R. BOOTH, *agent for the Sing Sing prison, in account current with the people of the State of New-York, for cash received and expended for the general support, and payment of debts, &c., of said prison from the 1st day of October, 1849, to the 30th day of September, 1850, inclusive.*

DR.

1849.

Oct.	1.	Balance from last month's account brought forward,.....	\$,4472 81
	31.	Cash from contractors and all other sources this month,....	\$3,312 23
Nov.	30.	do do do	2,299 64
Dec.	31.	do do do	5,606 00
1850.			
Jan.	31.	do do do	2,561 93
Feb.	28.	do do do	8,588 87
Mar.	31.	do do do	7,673 38

A.—(CONTINUED.)

Dr.

1850.

April 30.	Cash from contractors and all other sources this month,....			\$8,390 51	
May 31.	do	do	do	14,162 62	
June 30.	do	do	do	9,691 52	
July 31.	do	do	do	7,733 21	
Aug. 31.	do	do	do	11,211 95	
Sept. 30.	do	do	do	13,835 03	
					95,066 89
					<u>\$99,539 70</u>

Balance in agent's hands
brought forward, \$3,711 06

Cr.

1849.

Oct. 31.	By cash expended for general support, &c., this month,...			\$4,360 43	
Nov. 30.	do	do	do	4,684 04	
Dec. 31.	do	do	do	5,879 09	
1850.					
Jan. 31.	do	do	do	3,090 85	
Feb. 28.	do	do	do	4,218 32	
Mar. 31.	do	do	do	11,183 05	
April 30.	do	do	do	8,617 64	
May 31.	do	do	do	13,294 07	
June 30.	do	do	do	5,614 70	
July 31.	do	do	do	12,232 86	
Aug. 31.	do	do	do	11,419 90	
Sept. 30.	do	do	do	11,233 69	
					95,838 64
Balance carried forward to new account,.....					3,711 06
					<u>\$99,539 70</u>

Of the foregoing balance on hand September 30th, 1850, \$2,902. 44 was immediately expended in paying the officers and guards for their services during that month.

The following statement exhibits in full the cash receipts from all sources, and the expenditure for all purposes for the year ending September 30th, 1850. For a more detailed statement, reference is made to the monthly accounts from No. 1 to 12, inclusive, annexed to this report.

(B.)

ALFRED R. BOOTH, *Agent of Sing Sing Prison in account current with the People of the State of New-York. For cash received and expended for the general support and payment of debts, &c., from the 1st day of October, 1849, to the 30th day of September, 1850, inclusive.*

Dr.

Balance from last years ac't brought forward,	\$4,472 81
Cash received during the year as follows :	

Carpet contract.

John Humphries and others,	\$8,687 97
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Lime contract.

Henry A. Taylor,	3,781 02
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Cooper contract.

Samuel Taylor,	592 00
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Saddlery hardware contract.

Joseph J. Lewis,	6,345 68
------------------------	----------

File contract.

James Horner & Co.,	10,734 45
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Hat contract.

Charles Watson,	10,577 22
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Button contract.

J. Manvill,	807 59
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Railroad contract.

Grant & Cobb,	1,148 29
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Boot and shoe contract.

James M. Bard,	116 30
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Cabinet contract.

Charles H. Woodruff,	369 13
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Swill contract.

Mrs. Grace Wicks,	222 79
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Stone shop and quarries.

Stone and cutting same, &c.,	4,965 24
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Provision.

Old bbls. &c.,	3,013 08
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Convicts' deposits,	159 65
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Buildings and repairs.

Lumber sold, &c.,	2 98
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Hospital stores.

Demijohns, &c.,	3 38
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Oil and fuel.

Camphine bbls. &c.,	110 48
---------------------------	--------

Clothing.

Paper rags, &c.,	33 94
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Rents.

House and farm, &c.,	297 06
----------------------------	--------

United States.

Support of U. S. convicts and fine,	284 25
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Convict labor.

Loading and unlading vessels, &c., ..	554 45
---------------------------------------	--------

Visitors.

Persons visiting the prison,	309 25
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Discharged convicts.

Superintendents Dutchess county,..	13	25
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Old Iron.

Mar. W. D. & F. Weedenberg,.....	53	50
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Naval Hospital.

Ten per ct. on cont. stone, 1843-5,	221	49
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Error on bill beef, (vou. 37.)

April. G. J. Vincent,.....	11	68
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Error on bill, ft. (vou. 34.)

G. W. Lynch,.....	1	22
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Ashes, &c.

E. B. Lane,.....	13	50
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Carpenters' work, &c.

James B. Swaine,.....	6	30
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Transporting 13 convicts to Auburn.

July. E. P. Ross,	64	68
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Error in bill of May.

Oscar Schenck & Co.,.....	2	00
---------------------------	---	----

George Freedman,.....	20	
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Old Iron, &c.

Aug't. James Horner,.....	75	37
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Appropriations,	41,587	50	95,066	89
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			<u>99,539</u>	<u>70</u>
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Balance in agent's hands bro't forw'd, \$3,711 06				
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Cr.

Salaries of prison officers and teachers,..	\$21,990	88
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Pay of prison guards,.....	11,968	25
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Provisions,.....	27,660	71
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Hospital stores,.....	2,016	54
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Clothing,	4,670	31
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Buildings and repairs,.....	16,474	06
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Oil and fuel,	1,466	91
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Stone shop and quarries,.....	\$1,777 71	
Furniture,	688 39	
Postage and stationery, books, &c.,	416 85	
Discharged convicts,	959 09	
Convicts' deposits refunded,.....	128 57	
Incidental expenses,	5,610 37	
		\$95,828 64
Balance carried forward to new account,.....		3,711 06
		<u>\$99,539 70</u>

The next following statement exhibits the earnings of the prison, including contract work, and the unproductive labor of those convicts employed in the service of the State in rebuilding the burnt shops, repairing buildings, manufacturing clothing, &c., for use of convicts, building docks, &c.

STATEMENT,

Exhibiting the amount of earnings in the Sing Sing Prison on contracts and all other sources during the year ending September, 1850.

Railroad contract, Grant & Cobb,.....	\$1,148 29
Weave " Hotchkiss & Smith, J. Humphries, Thomas Weatherby, and James Johnson,.....	8,587 97
File contract, James Horner & Co.,.....	10,734 45
Hat " Charles Watson,.....	10,577 22
Lime " Henry A. Taylor,.....	3,781 02
Cooper " Samuel Taylor,.....	592 00
Saddlery hardware contract, Joseph J. Lewis,.....	6,637 89
Button contract, A. Manville,.....	807 59
Boot and shoe contract, R. Wiltsee,	116 30
Cabinet contract, Charles H. Woodruff,.....	369 13
Stone shop and quarries, State hands and marble sold,	5,240 23
Provisions, soap grease, swill, empty bbls., &c., sold,	3,249 27
Hospital stores, demijohns, &c., sold,	16 28
Clothing, paper, rags, &c., sold,	36 14
Building and repairs, lumber, &c., sold,	2 98
Convict labor unloading coal, work on railroad, &c.,...	343 91

Oil and fuel, coal dust, camphine bbls, &c., sold,....	\$110 48
State farm, rent of John Humphries and others,	297 06.
Transporting convicts to Auburn Prison, &c.,	77 93.
Visitors, sundry persons visiting prison,	309 25
	<hr/>
	\$53,035 39

*Number of days' work done by convicts for State, from
Oct. 1st, 1849, to Oct., 1850.*

Work done by convict carpenters,	5,373 days.
“ masons,	5,196 “
“ blacksmiths,	2,111½ “
“ stone cutters,	7,524½ “
“ quarrymen,	9,249 “
“ docks and sewers, ..	3,496 “
“ roads,	1,049 “
“ clothing tail'rs, shoe mak'rs & weav'rs	9,000 “
	<hr/>
	42,999 “

At the average price of convict labor, 40c., 17,199 60

Total earnings during the year,

\$70,234 99

The liabilities of the prison on the 30th September last for debts contracted during the year, other than the amount due officers and guards, on the first of October, were, \$5,098.97.

The claims against the prison for debts contracted prior to the 1st of January 1849, which have not been liquidated for want of funds applicable for that purpose, are as follows :

Due George E. Stanton, for rations furnished on contract during the months of November and December, 1848.	\$3,168 91
To Wm. Radford & co., for groceries in 1848, now in judgment,	522 05
Romer & Riggs for Indian meal, furnished in 1847, in judgment,	182 58
Two drafts made by Samuel Taylor on Chauncey Smith, late agent of this prison, and by him accepted, and now in the hands of Minot Mitchell Esq of White Plains, one of,	1,800 00
The other,	2200 00

The foregoing claims, it will be seen have been a long time due, and unsuccessful efforts have been made to obtain an appropriation sufficient for their liquidation.

Probably in no previous year has so large an outlay of money been necessary for extraordinary purposes, as during the past. Two disastrous fires, one of which occurred in February, and the other in August, destroyed all the work shops attached to the prison, with barely one exception. The workshops thus destroyed, were much out of repair, and of little value in themselves, but the loss of time by the convicts employed upon contract, and who were thus thrown upon the agent's hands, has proved a serious item and materially affects the pecuniary condition of the prison.

The rebuilding of these shops with the addition of two others which were required for the accommodation of new contracts, and the new roofing with slate, the male and female prisons, and the north and south wings of the former, have been accomplished by the labor of the convicts, thus thrown out of other employment, although at a heavy expenditure of money for their support, and the purchase of the necessary materials.

The cost of building materials was \$18,251.77, to which must be added the value of the convict labor employed in constructing the same, which, at the average price paid by contractors, amounts to \$13,599.66, by which it will be seen that the new buildings have cost the state \$31,851.43.

In the construction of these buildings the utmost economy was exercised, while due care was had so to arrange them as to avoid similar calamities in future, and at the same time to afford the contractors every possible convenience.

The shops are placed at a considerable distance from each other, the walls built of stone, and the roofs covered with slate, iron or tin, thus rendering them as near fire proof as the nature of the materials and the purposes for which they are erected would allow. Upon a careful examination of the premises, I think the Inspectors will agree with me that at no time since this prison was established, have the buildings and workshops been in better condition, or more perfect repair.

In pursuance of the act of appropriation passed by the late Legislature, I effected a contract with Messrs. Reed & co. of New York, for covering the prisons and workshops with slate taken from a quarry at Bangor, Vt. This is a very superior article, and the work has been performed in a manner highly satisfactory.

Pursuant to your request the agent has continued to purchase the rations for both prisons.

The total cost of provisions for the use of both prisons during the past fiscal year is,	\$27,660 71
Deduct for empty provision barrels, boxes, &c., sold, ...	3,248 77
Net cost of provisions,	<u>\$24,411 94</u>

The average number of male and female convicts per day, during the past year, has been 775, which makes a cost of 8 cents and $6\frac{1}{4}$ mills per ration, which is 9 mills per ration more than they cost in 1849. This difference in the cost of rations may justly be attributed to a slight advance in the price of some of the staple articles of food, as well as to the fact that the prisons have been unusually healthy, and a much larger number of male convicts than usual have been engaged in laborious, out-door employments. The rebuilding and repairs of the burnt shops, prevented a completion of the mess room until August, soon after which the table system was adopted in place of the old plan of feeding convicts separately in their cells. Although a sufficient time has not elapsed to test the economy of this plan, yet it is apparent to every one conversant with prison matters, that it must prove more beneficial to the State, by enabling the agent hereafter to obtain a higher price for the services of the convicts, as the time gained for labor is about one hour per day.

Last year your attention was called to the necessity of building a yard wall around this prison. That necessity is still felt, and must continue to exist, until some relief is offered either by furnishing more keepers and guards, or walling the prison in.

All of the officers connected with the police department, are compelled to reside nearly a mile from the prison, and as the prison opens at daylight, every keeper and guard is required to be in attendance from that time until lock up at night, and are obliged to take their meals while on duty, unless they are fortunate enough to obtain the

services of a relief keeper, which never exceeds fifteen minutes in duration. By an estimate made last year, it would require a wall about 2,500 feet long, 20 feet high, and an average of 4 feet thick, which would contain about 7,500 cubic yards. Taking into consideration that we can quarry the stone on the State farm, burn our own lime, and lay the wall by convict labor, the cost will not exceed \$3 per cubic yard. I am confident that \$25,000 will be sufficient to wall this prison in, and enclose about fifteen acres, including the prison buildings, work shops, store houses, docks and yards. With such a wall this prison can be more securely and economically managed, and the services of the convicts would command a better price. The amount paid for the services of guards annually is nearly \$12,000, and with a wall, about one third of this expense could be saved, which, in about six years, would pay for the entire outlay.

The female prison continues to draw largely upon the funds of the male prison for its maintenance, without much prospect of its being able to support itself by its own earnings.

The expenses of the female prison, for the year ending September 30th, 1850, are computed at \$10,930.50 as follows :

Fuel and lights,.....	\$1,200 00
Furniture and clothing,.....	800 00
Salaries of matron and assistants,.....	1,900 00
Teacher,.....	144 00
Guards,	720 00
Agent, clerk, chaplain and physician, the one eighth part of the salary of each,.....	362 50
Rations,.....	2,920 00
Hospital,.....	400 00
Repairs this year,.....	1,200 00
Waiters, teamsters and laborers,.....	584 00
Discharged convicts, mileage &c., clothing,.....	700 00
	<hr/>
	\$10,930 50

The earnings for the same period on contract, \$2,665 13	
do do do State work, 500 00	
	<hr/>
	3,165 13
	<hr/>
	\$7,765 37

The following statement exhibits the earnings of the female convicts employed on contracts, to wit : button making, and hat binding during the year ending September 30th, 1850, and exclusive of the work done for the State, in making and repairing convict clothing, &c.

			Button contract.	Hat binding.	Total.
1848,	October,...	Earnings this month, ..	\$138 65	\$108 57	\$246 92
	November,	do do	120 45	122 02	242 47
	December, ..	do do	113 85	129 80	243 55
1850.	January, ..	do do	113 15	115 15	228 30
	February, ..	do do	98 95	34 02	132 94
	March,	do do	112 38	22 61	134 99
	April,	do do	110 16	107 20	217 36
	May,	do do	.....	198 70	198 70
	June,	do do	.....	244 41	244 41
	July,	do do	.....	262 94	262 94
	August, ...	do do	.....	265 62	265 62
	September,	do do	.....	256 70	256 70
			<u>\$807 89</u>	<u>\$1,857 04</u>	<u>\$2,665 13</u>

Contracts for convicts' labor have been made during the year,

1st. With Joseph J. Lewis, for the services of from 30 to 50 convicts, to be employed in the manufacturing of saddlery hardware, for the term of five years, from the 1st of May, 1850, at 35 cents per day.

2d. With William Johnson, for the services of from 20 to 50 convicts, to be employed in the manufacturing of tapestry carpets and rugs, for the term of five years, from the 1st of October, 1850, at 40 cents per day.

3d. With Charles H. Woodruff, for the services of from 30 to 50 convicts, (if so many are certified and confined in this prison,) to be employed in the manufacturing of cabinet furniture, upholstery, and chairs, for the term of five years, at 40 cents per day, from the first of October, 1850.

The other existing contracts are as follows :

1st. With John Humphries, for the services of from 20 to 50 convicts, at carpet weaving, for five years, from 1st of September, 1848, at 40 cents per day.

The above contract has since been abandoned, for the non-payment of convict labor.

2d. With Thomas Weatherby, for the services of from 20 to 30 convicts, at carpet weaving, for five years, from the 1st of September, 1848, at 40½ cents per day.

3d. With J. J. Lewis, for the labor of 50 convicts, at the manufacture of saddlery hardware, for five years, from the 10th January, 1849, at 35 cents per day.

4th. With Hotchkiss & Smith, for the employment of 50 convicts, at the manufacture of carpets and rugs, at 40½ cents per day, for five years from 1st December, 1847.

The contract made with Charles S. Beardsley, and assigned to Hotchkiss & Smith, for the employment of not exceeding 50 convicts, at the manufacture of brussels carpets, rugs, &c., at 38 cents per day, for five years, from 13th November, 1845, was abandoned by those gentlemen in July last.

5th. With Henry A. Taylor for the employment of not less than 30 convicts, with the privilege of increasing the number to 150, at quarrying and burning limestone, &c., at 40 cents per day, from the 1st of May, 1847, for five years.

6th. With Samuel Taylor, for the services of all the practical coopers in the prison, at 50 cents per day, for five years, from the 1st of January, 1848.

7th. With Charles Watson, for the services of from 10 to 30 convicts, who are hatters by trade, with the privilege of employing as many more as may be at the disposal of the agent, who are certified hatters, for the manufacture of wool hats, at 40 cents per day, for five years, from 1st of May, 1849.

8th. With James Horner & Co., for the employment of from 50 to 75 convicts, at cutting and manufacturing files, for five years, from the 1st of May, 1849, at 40 cents per day, with the privilege of increasing the number to 150, if that number be at the disposal of the agent.

There is a temporary contract with Mr. Charles Watson, for the employment of as many female convicts, as may be at the disposal of the agent, in trimming hats at 20 cents per dozen. The average number so employed is 50.

In January last stipulations were entered into between Messrs. Hotchkiss & Smith, contractors in this prison, and myself, to arbitrate a claim presented by those gentlemen for damages for the non-fulfilment of their contract, which resulted in an award of more than \$13,000 in their favor. Being instructed by the counsel for the State that the arbitrators transcended the terms of the stipulations, and believing that the said award was exceedingly unjust and excessive, I have caused a motion to be made to set aside the same, which is now pending in the supreme court. Messrs. Hotchkiss & Smith having failed in the meantime, notice has been served upon me that the said award has been assigned to certain of their creditors. At the time and for a long period previous to obtaining that award Hotchkiss & Smith were indebted to this prison in the sum of about \$6,300.00 for convict labor, which still remains unpaid, and which was not taken into consideration by the arbitrators in the above mentioned suit, because the same was not set forth in the stipulations. To recover this sum I have instituted a suit against those gentlemen which is now pending, and I have here called your attention particularly to the subject as a resistance on their part to the payment of their just indebtedness for convict labor, while they are assigning the award for the benefit of their creditors, is a transaction of such doubtful integrity that justice to the State requires that no appropriation should be made for the payment of that award until the same is legally determined, and until their indebtedness is paid, or at least allowed as an offset in part satisfaction of the same.

At this time I am under the advice of the Inspector in charge, advertising for the letting of the services of from 50 to 100 convicts to be employed in manufacturing saws and files, and from 30 to 50 to be employed in making shooks.

The advantage we have now, of sufficient shop room, will enable its agent to place nearly all his able bodied men upon contract labor, thus greatly enhancing the prison revenues for the time to come.

As it will require some time to bring about this desirable result, at least \$12,000 will be required to meet current expenses. Justice to those who have long standing claims against the prison also demands that some provision should be made for the payment of the same, other than from its ordinary resources. Appropriations will therefore be necessary for the following purposes.

For the payment of debts existing prior to January 1849, before alluded to,.....	\$8,000 00
For the payment of debts contracted during the past fiscal year,.....	5,000 00
For current expenses, much of which will be incurred prior to January 1851,.....	12,000 00
	<hr/>
	\$25,000 00

Private engagements which interfered with the performance of my duties here, rendered it necessary for me to resign the office of agent, which I did on the 20th of November last. I deeply regretted this necessity as I had labored with unremitting toil and attention to place the prison buildings in such condition, that they would enable me to put all the convicts at productive employment, in the accomplishment of which I was only prevented by the calamitous fires of which I have spoken. Those buildings are now replaced by commodious and substantial structures, and I have the satisfaction to know that my successor is disposed to carry out the arrangements I had contemplated, and which will hardly fail to redound to the welfare of the prison. During the short period I have held this trust, I have received and disbursed upwards of one hundred and seventy-five thousand dollars. In all the various transactions involving this large amount, I have studied economy and have been only solicitous for the present and future welfare of the convicts, and the prosperity of the institution. During the period in which I have had charge of the finances of the prison, I have received a salary of one thousand dollars per annum. Constantly engaged in the duties of my office, I have had no time to look after my private affairs, and therefore with rigid economy, I find that my compensation has hardly yielded myself and family a support, and that my time has been given to the service of the State. It is this fact which has induced me to withdraw from a situation in which I found many pleasing associations, in order to engage in a business which would yield me something more than a meagre support.

I have not alluded to this subject by way of complaint, but only to state the fact that the salary paid the agent of this prison is not an adequate compensation, for the labor and business knowledge necessary to a correct transaction of its extensive affairs, to say nothing of the responsibility incurred in the receipt and expenditure of so large

a sum in the aggregate, a responsibility which the Legislature evidently appreciated when they fixed the agent's bonds at twenty-five thousand dollars.

If you would secure competent and honest agents, the compensation must be more commensurate with the abilities demanded, and the services they are expected to perform.

With my sincere thanks for the kindness you have ever extended to me,

I remain your obedient servant,

A. R. BOOTH.

SING SING PRISON, }
Nov. 1, 1849. }

To the Inspectors of State Prisons:

The agent respectfully reports, that the following is a true statement of the moneys received and expended for the general support &c., of said prison during the month ending October 31, 1849.

1849

October 1. Balance from last month's account brought forward,	\$4,472 81
For cash received this month as follows:	
Lime contract of Henry A. Taylor, Oct..	\$373 22
Carpet do John Humphries, do	142 08
do do Hotchkiss & Smith, note and interest, April earnings,	726 68
Hat contract of Chas. Watson, Oct.....	660 16
Boot and shoe contract of Jas. M. Bard, May and June,	116 30
Saddlery hardware contract of Jos. J. Lewis, Oct.	462 00

Stone shop and quarries.

Of Capt. Vought, schr. Louisa, stone,	\$28 13
Chas. M. Watson, on account for stone,	18 12
Schooner Brandywine, use of horse,	4 38

Of Schr. Pearl, Capt. Dunkin,		
stone,	26	25
Lyman D. Bishop, 2 monu-		
ments,	75	00
Capt. Cary, use of horse,...	3	75
John Benedict, stone,.....	8	00
John C. Yoe, monument,...	30	00
Benj. See, use of horse,....	5	00
Capt. Seixas, schr. Gerines,		
stone,	22	50
	<hr/>	221 13

Provisions.

F. Fortmeyer, soap grease, 4 mo. $\frac{2}{3}$	574	22
M. Young, 3 bush salt,	75	
	<hr/>	574 97

Convicts' deposits.

Jas Wilson,	50	
Geo. Johnson 11c., Jas. Galle-		
gher \$2,	2	11
Antoine Williams, 19c, James		
Williams \$1,	1	19
A. Wrinsch 19c, Michael Foltz		
64c,	83	
Jas. Aikin,	1	31
	<hr/>	5 94
Visitors, sundry persons,		29 75
		<hr/>

3,312 23

\$7,785 04

Cash expended this month as follows:

Officers.

Paid sundry officers for September,	\$1,799 86
---	------------

Guards.

Paid sundry guards for September,	998 00
---	--------

Provision.

Paid Ephm. Bobleigh, 200 bush. onions,	100	00
John Romer & Co., 32 bbls. flour		
and cartage,	123	00

J. Wiltsee, (barge Clinton,) 12 bbls.

flour and cartage,..... 37 50

Brown & Nelson, cod fish and cartage, 71 06

Isaac Woolsey, potatoes,..... 78 75

Geo. M. Lynch, do and vinegar, 142 63

H. & W. E. Duryea, do and cartage, 12 75

565 69*Building and repairs.*Paid Shrivvers, Gray & Co., slate and slat-
ing mess room,.....

437 50

A. W. Metcalf, bibb and gage cock, 9 50

447 00*Oil and fuel.*

Paid Peter Denna, 33½ bbls. charcoal, .. 12 56

Robt. Brown, use of horse unloading
coal, 5 62

18 18*Hopital stores.*

Paid Geo. Freeman, repairing lancets, ..

88

Clothing.

Paid Thos. Frazer, sole leather and cartage, 75 15

R. & D. M. Stebbins, 400 lbs. cotton
yarn and cartage, 54 31

W. B. Palmer, straw and weighing, 6 13

Fred. Fortmeyer, 317 bbls. soap, 4 mo. 317 00

452 59*Convicts' deposits.*

Reading Duncan, deposit refunded,..... 10

Royal Robinson, do do 10 00

10 10*Printing and stationery.*

Paid H. Semmons, ¼ gross steel pens, ..

75

Discharged convicts.

Paid 13 discharged convicts this month, ..

67 38

\$4,360 43Oct 31. Balance in agents' hands to new
account,

\$3,424 61

STATE OF NEW-YORK, }
Westchester county. } ss.

Alfred R. Booth, agent, and Abraham Gridley, clerk of the Sing Sing prison, being severally duly sworn, depose and say, that the foregoing account is correct and true, according to the best of their knowledge and belief.

ALFRED R. BOOTH,
ABRAHAM GRIDLEY.

Subscribed and sworn before me, }
this 16th day of Nov. 1849. }

A. H. WELLS, *Inspector of State Prisons.*

SING SING PRISON, }
Dec. 1, 1849. }

To the Inspectors of State Prisons :

The agent respectfully reports that the following is a true statement of the monies received and expended for the general support, &c., for said prison during the month ending November 30, 1849.

1849.

Nov. 1. Balance from last months acc't

brought forward,

\$3,424 61

Cash received this month as follows :

- | | |
|---|----------|
| 9. File contract, from James Horner & Co., October, | \$924 09 |
| 9. Railroad contract, from Grant & Cobb, October, | 790 72 |
| 13. Button contract, from Albert Manvil, October, | 138 65 |
| 1. Carpet weave contract, from Thomas Wetherby, Oct.,... | 248 56 |

Stone shop and quarries.

- | | |
|---|---------|
| 1. Benj. Brandreth, for stone, | \$14 03 |
| 1. Benj. See, for use of horse, | 3 75 |
| 9. Harlem river railroad, for labor, &c., | 172 10 |
| 14. Benj. See, for use of horse, | 3 12 |
| 20. Wm. Hiland, for stone, .. | 4 00 |
| 15. L. E. Buckingham, for " | 4 00 |

201 00

Convicts' Deposits.

15. Reuben Nixon,	0 12	
30. Visitors. Sundry visitors this month,...	16 50	2,299 64
	<hr/>	<hr/>
		\$5,724 25

Cash expended :

Officers.

Nov. Vouch.

1. 1 Paid sundry officers, per pay-roll, Oct.....	1,766 42
---	----------

Guards.

2 Paid sundry guards, pay roll, Oct.,.....	996 50
--	--------

Provisions.

4 Andrew Hitchcock, for 20 bbls. mid'l'gs,	47 50	
2. 7 A. & W. E. Durgar, for 10 bbls. sweet potatoes	10 00	
8. 9 Edmond Peek, for ind. meal, 1 mo.	147 00	
14. 13 Stevans Orser, 668 lbs. fresh beef,	36 74	
16. 15 James Brown, 98 bush. turnips,	14 70	
16. 16 Abel Smith, for 43 bush. turnips,	6 45	
20. 19 G. J. Vincent & Co., for 25 bush. rye and measuring,	15 06	
22. 23 John Romer & Co., for rye and wheat flour, ..	144 00	
26. 28 G. J. Vincent, for 100 bbls. rye flour,	312 50	733 95
	<hr/>	

Repairs and buildings.

Nov. Vouch.

3	Barlow and Jarvis, for iron, nails, screws, rivets, &c.,.....	272 43	
2. 6	Charles P. Brown, for bricks, &c.,	12 75	
13. 12	David Reed, for pine lumber and shingles,.	355 73	
22. 22	N. Y. and Croton fau- cet company, balance on bills exchanged, ..	4 00	644 91
		<hr/>	

Clothing.

2. 5	Joseph B. Lewis, for 43 yds oiled cloth, for aprons,	13 44	
16. 17	John M. Codington, for 19 second-hand hats,.	9 50	
22. 25	R. & D. M. Stebbins & Co., 250 lbs. cotton yarn, and cartage,...	35 31	
22. 26	Crocker & Washburn, for hair combs, &c.,..	6 75	65 00
		<hr/>	

Hospital stores.

9. 10	Henry Sterling, for fresh beef and mutton,	32 30	
21. 20	Benj. Hashbrook, for brandy, gin and demi- johns,	11 31	
22. 26	Crocker and Washburn, for goggles, specta- cles, &c.,	9 00	52 61
		<hr/>	

Stone shop and quarries.

8. 9	Edmund Peek, feed and oats,..	33 75	
8. 8	Mary Weatherspoon, damaged by blasting,.....	12 00	45 75
		<hr/>	

Nov. Vou. *Furniture, tools, &c.*

12.	11	Charles S. Dubois, for 1 spring box waggon,	\$50 00	
16.	18	James Carpenter, harness, &c.,..	21 25	
21.	21	Thos. E. Allen & Son, 10 doz. brooms,.....	22 50	
22.	24	Lucius Hart, 7 doz. pewter plates,	23 00	
22.	26	Crocker & Washburn, brushes, thimbles, needles,.....	14 75	
26.	27	J. Tice, 1 stove,.....	15 00	
22.	29	Barge Exchange, freight on stove and hose,.....	0 75	
26.	30	A. S. Barritt, engine hose, &c.,	192 50	
			<hr/>	339 75

Postage, printing, and stationery.

22.	26	Crocker & Washburn, 4 reams paper, wafers, &c.,	15 94	
			<hr/>	15 94

Convicts' deposits.

14.	14	Michael Mulloy, dep. refunded,	1 38	
29.	31	George Manning, " "	1 25	
			<hr/>	2 63

Discharged convicts.

29.	32	Five disch'd convicts this month,	20 58	
			<hr/>	20 58
				<hr/>
				\$4,684 04
				<hr/>

1849.

Nov. 30. Balance in agent's hands, car-
ried forward,..... \$1,040 21

STATE OF NEW-YORK, }
Westchester County, } ss.

Alfred R. Booth, Esq., agent, and Abram Gridley, clerk, of the Sing Sing Prison, being duly sworn, depose and say that the foregoing account is correct and true, according to the best of their knowledge and belief.

ALFRED R. BOOTH,
ABRM. GRIDLEY.

Sworn and subscribed before me, }
this 14th December, 1849. }

FRANCIS LARKIN, *Justice of the Peace.*

SING SING PRISON, }
Jan. 1st, 1850. }

To the Inspectors of State Prisons :

The agent respectfully reports, that the following is a true statement of the monies received and expended for the general support, &c., of said prison, during the month ending December 31, 1849.

Dec., 1849.

- | | |
|---|------------|
| 1. To balance from last month's account, brought forward, | \$1,040 21 |
|---|------------|

Received this month, as follows :

Saddlery hardware contract.

- | | |
|--------------------------------------|----------|
| 3. Of J. J. Lewis, labor in Nov., .. | \$445 73 |
|--------------------------------------|----------|

Hat contract.

- | | |
|---------------------------------|--------|
| Of Chas. Watson, labor in Nov., | 657 25 |
|---------------------------------|--------|

Lime contract.

- | | |
|-----------------------------------|--------|
| Of Mary A. Taylor, labor in Nov., | 306 92 |
|-----------------------------------|--------|

Carpet contract.

- | | |
|---|----------|
| 4. Of Hotchkiss & Smith, for labor & interest, May, .. | 814 95 |
| 5 & 31. Of Thomas Weatherby, for labor in Nov. & Dec., .. | 447 52 |
| 8. Of John Humphries, for labor in Nov., | 176 19 |
| | <hr/> |
| | 1,438 66 |

File contract.

- | | |
|--|--------|
| 5. Of James Horner & Co., for labor in Nov., | 850 34 |
|--|--------|

Button contract.

- | | |
|--|--------|
| 18. Of Albert Manvil, for labor in Nov., | 120 45 |
|--|--------|

Railroad contract.

- | | |
|-------------------------------------|--------|
| Of Grant & Cobb, for labor in Nov., | 332 52 |
|-------------------------------------|--------|

File contract.

Dec. 31. Of James Horner & Co., for labor in Dec.,	941 43
---	--------

Provisions.

Harrison Young, for barrels,	3 12
5. James L. Varick, for pork and beef barrels,	111 28
6. Joshua Purdy, for pork barrels,	1 88
20. William Coddington, for swill and offal,	107 81
21. Geo. Sherwood, for molasses hhd.,	1 00
31. R. L. & A. Stewart, for molasses hhd.,	21 00
	<hr/>
	246 09

Stone shop and quarries.

6. Benjn. See, use of horse, \$5.00; A. Walker, labor, \$3.55,	8 55
8. A. G. Clements, \$2.38; Martin & Craft, stone, \$30.00,	32 38
12. Capt. Stillwaggon, stone, \$15.00; W. Isaacs, do, \$22.50,	37 50
13. Capt. McElhose, stone, \$25.00; John Hoover, stone, \$13.13,	88 13
15. William H. Grant, labor, \$16.25; E. F. Grant, stone cutting, \$74.25, ..	90 50
	<hr/>
	207 06

Convicts' deposits.

31. F. P. Dolan, 16c.; Mary Wood, \$2.00,	2 16
--	------

Dec. 31. Eliza Van Rensselaer, 50c;	
Eliza Bergen, \$1.00;	
Hannah Miller, 64c.,...	2 14
Catherine Richardson,...	1 00
Mary Steevens, \$5.00;	
Mary Kinney, \$5.00;	
Mgt. Callighan, \$1.06,	11 06
— — —	16 36

Clothing.

Recd. of Cyrus W. Field & Co.,	
for paper rags,.....	33 94

Visitors.

Recd. from sundry visitors, this	
month,	9 25

5,606 00

Total receipts this month,.....

\$6,646 21

Cash expended this month, as follows :

Officers.

Dec. Vou.

1. 1 Paid officers, per pay roll, for	
November,.....	\$1,787 36

Prison guards.

1. 2 Paid sundry guards, per pay roll,	
for November,.....	988 25

Provisions.

3. 4 G. J. Vincent & Co., 368	
lb. fresh beef, 4c.,...\$14	72
3. 5 Z. L. Guion, 532 lb.	
fresh beef, 3 & 4c.,..	19 07
4. 6 A. & W. E. Duryea, 500	
heads cabbage, and	
cartage,.....	18 25
4. 7 Coles Fewwelling, 162	
bushels potatoes,	70 88
5. 8 James L. Varick, 40 bbls.	
pork and beef,	451 95

1849.

Dec. Vouch.

5.	9	James L. Varick, 60 bbls.		
		pork and beef,.....	637	30
5.	10	H. A. Hughson, 85 bbls.		
		rye flour,.....	239	06
6.	11	Mathew Hatfield, 1 yoke		
		fat oxen,.....	100	00
13.	15	Isaac Woolsey, 143 bbls.		
		potatoes,.....	165	19
17.	19	James Rosekrans, 1,327		
		lbs. fresh beef,.....	53	08
19.	25	Walter Hughson, 100		
		bbls. rye flour,.....	312	50
19.	26	G. J. Vincent, 100 bbls.		
		rye flour,	312	50
20.	28	Edmund Peck, Indian		
		meal,.....	153	75
28.	35	James Griffin, 904 lb.		
		beef,	45	20
28.	36	John V. Tompkins, 4,000		
		lb. Indian meal,.....	55	00
<hr/>				2,648 45

Building and repairs.

1.	3	Paid M. B. Miller & Son,		
		roofing shop,...	\$40	50
17.	18	William Blake, 1		
		barrel paint,....	12	26
19.	24	Charles Felcher,		
		freight of brick,. 11	25	
21.	31	William Bleakley,		
		15 M. brick,....	63	75
<hr/>				127 76

Hospital stores.

6.	12	Paid Henry Sterling,		
		fresh beef and		
		mutton,.....	23	76
20.	29	Geo. Tieman, surgi-		
		cal instruments,. 2	25	
<hr/>				26 01

Dec. Vouch.

Clothing and bedding.

8.	13	Paid Griffith & Lane, 396		
		lbs linen yarn,...	23	76
20.	27	Coles Carpenter, 75		
		lbs wool,.....	16	77
				<hr/>
			40	53

Furniture, tools, &c.

10.	14	Paid Robert Pollock, 1		
		straw cutter,....	10	00
17.	21	E. Fitch & Co.,		
		dining stool legs		
		and rounds,	64	85
22		Steamer Emerald,		
		freight of same, ..	2	75
				<hr/>
			77	60

Printing and stationery.

17.	20	Paid New-York Tribune,		
		advertising, 1848,	4	50
18.	23	Francis & Loutrel,		
		paper and ink		
		powder,	23	50
21.	32	Hudson Riv. Chron-		
		icle, advertising,		
		&c.,	2	75
				<hr/>
			30	75

Stone shop and quarries.

30.	28	Paid Edmund Peck, feed,		
		oats and bran,..	28	88
28.	34	R. L. Todd, 2,030		
		lbs hay & wei'ng,	10	28
				<hr/>
			39	16

Convicts' deposits.

15.	17	Paid Jas. Gallagher, de-		
		posit refunded,..	2	00
29.	37	Michael Maloy de-		
		posit refunded,..	90	
				<hr/>
			2	90

Dec. Vouch.

Incidental expenses.

13. 16	Paid Edmund L. Porter, expenses pursuing escapes,	34 07	
20. 30	John Palmer, ex- penses pursuing escapes,	4 25	
25. 33	Isaac Nelson, ap- praising property, 36 00		
			74 32

Discharged convicts.

31. 38	Paid 8 discharged con- victs this month, for expenses, . . .	36 00	
			<u>\$5,879 09</u>
31.	Balance in agent's hands, brought forward, . . .	\$767 12	

STATE OF NEW-YORK, }
Westchester county, } ss.

Alfred R. Booth, agent, and Abraham Gridley, clerk, of the Sing Sing prison, being duly sworn, depose and say, that the foregoing account is correct and true, according to their best knowledge and belief.

ALFRED R. BOOTH,
ABRAHAM GRIDLEY.

Subscribed and sworn before me, this }
14th day of January, 1850. }

A. H. WELLS, *Inspector of State Prisons.*

SING SING PRISON, }
Feb. 1st. 1850. }

To the Inspectors of State Prisons:

The agent respectfully reports, that the following is a true statement of the monies received and expended for the general support, &c., of said prison during the month ending January 31st, 1850.

1850.

Jan'y	1. To balance from last months' ac't brought forward,.....	\$767 12
-------	---	----------

To cash rec'd this month as follows:

Lime contract.

3. Rec'd Henry A. Taylor, lime burn- ers and coopers, Dec.,.....	\$366 28
---	----------

Hat shop.

3. Rec'd from C. Watson, hatters, Dec.	703 88
--	--------

Saddlery and hard ware shop.

Rec'd from Joseph J. Lewis, buckle makers, Dec.,.....	485 05
--	--------

Carpet shops.

10. Rec'd from John Humphries, car- pet weavers, Dec., \$179.03,...	179 03
--	--------

Button shop.

12. Rec'd from Albert Manvil, button makers, Dec.,.....	113 85
--	--------

Stone shop and quarries.

3. Rec'd from Edmund F. Grant, stone cutters, Dec.,	\$122 33
4. Rec'd from W. H. Grant, labor, &c.,	3 60
11. Rec'd from W. Chauncey, on account monument,	250 00
26. Rec'd from Barlow & Jar- vis, store stone,	1 00
	<hr/>
	376 93

Discharged convicts and transporting same.

Jan'y 1. Rec'd from treasurer of Dutchess
county for transportation of ju-
venile convict, 13 25

Provisions.

2. Rec'd from Lewis Jones, for one
pork barrel, \$0 62
2. Rec'd from Andrew Lewis,
for one pork barrel, 0 62
31. Rec'd from Lewis Jones for
one beef barrel, 0 50
————— 1 74

Railroad contract.

3. Rec'd from Grant & Cobb, Dec., 25 06
31. U. S. convicts, received of U. S.
marshal for support of convicts, 283 25
31. Oill and fuel, rec'd from Stevens
Orser 44 barrels ashes, 5 50

Convicts' deposits.

16. Rec'd from J. Hutchins, ... \$0 87
26. do J. Johnson, 0 25
26. do I. Vanderhoof, .. 0 50
————— 1 62

Visitors.

31. Rec'd from 26 visitors this month, 6 50
————— 2,561 93
\$3,329 05
—————

Cash expended this month as follows:

Date.

1850. Vouch.

Jan'y.

Officers.

1. 1 Paid sundry officers per pay roll
for December, \$1,790 33

Guards.

1. 2 Paid sundry guards per pay roll
for Dec., 1,000 50

[Senate, No. 13.]

Provisions.

Jan. Vou.

19. 14	Alexander Watson, turnips,....	\$9 40	
23. 17	John Purdy, potatoes,.....	14 00	
25. 21	Hudson river railroad, freight on beans,.....	7 40	
26. 22	Hudson river railroad, freight on beans,	7 02	
		<hr/>	37 82

Building and repairs.

1. 4	J.J.Lewis, japan, timber, bolts, &c.,	18 86	
6. 6	W. Buckhout, freight on lot iron,	0 25	
24. 20	Hudson river railroad, freight on glass, paints, &c.,.....	1 85	
23. 18	Stevens Orser, timber and poles,	8 40	
		<hr/>	29 36

Hospital stores.

6. 6	Wm. Backhout, freight on dem- ijohn, keg, box glass, &c.,..	0 69	
6. 7	Tindall & Willerton, fresh beef and mutton,	17 73	
23. 19	Hudson river railroad, freight on demijohn and crockery,.....	0 45	
		<hr/>	18 87

Clothing and bedding.

5. 5	Baker & Ryder, 3,915 lbs. straw and weighing,	13 95	
	bales cotton and bundle,	0 75	
		<hr/>	14 70

Oil and fuel.

1. 4	J. J. Lewis, 48 bbls. sea coal,.	20 55	
7. 8	Hudson river railroad freight on camphine, &c.,	0 67	
10. 9	John W. Gilbert, 55 bbls. char- coal,	17 19	
23. 19	Hudson river railroad, freight on 3 bbls. camphine,	1 72	
		<hr/>	40 13

Jan. Vou. *Postage, printing and stationery.*

1. 3 James W. Robinson, one quarters letter postage,	24 73	
12. 10 Ocean Bank, 1 check book,	0 50	
18. 12 A. A. Keyser, (1847) advertising in Schenectady Reflector,	2 00	
	<hr/>	27 23

Stone shop and quarries.

19. 15 Wm. McCord, 6 stone boats, a 12s.,	9 00	
	<hr/>	9 00

Incidental.

16. 11 Steamer Armenia, freight of sundries,	12 75	
21. 16 Adam W. Bird, expenses pursuing escapes,	1 50	
31. 24 David McCord, appraising State property,	36 60	
31. 25 David S. Ludlam, appraising State property,	36 00	
	<hr/>	86 25

Convicts' deposits.

19. 13 Michael Malloy, dep. refunded,	0 56	
29. 23 J. B. Benson, <i>alias</i> James Lee, dep. refunded,	10 00	
	<hr/>	10 56

Discharged convicts.

31. 26 Five disch'd convicts this month,	26 10	
	<hr/>	26 10
		<hr/>
		<u>\$3,090 85</u>

Balance carried to new ac't
cash in agent's hands,

\$238 20

STATE OF NEW-YORK, }
Westchester county, } ss.

Alfred R. Booth, agent, and Abram Gridley, clerk of the Sing Sing Prison, being duly sworn, depose and say that the foregoing report

is correct and true according to the best of their knowledge and belief.

ALFRED R. BOOTH,
ABRAHAM G IDLEY.

Subscribed and sworn before me, }
this 11th day of Feb. 1850. }

SING SING PRISON, }
March 1st. 1850. }

To the Inspectors of State Prisons :

The agent respectfully reports, that the following is a true statement of the monies received and expended for the general support &c. of said prison during the month ending February 28th, 1850.

1850.

Feb. 1. Balance from January account bro't
forward, \$238 20
Cash rec'd this month, as follows :

Hat shop.

1. From Charles Watson, hatters,
Jan'y, \$793 53

Lime contract.

From H. A. Taylor, lime burn-
ers and coopers, 351 75

Sadlery and Hardware.

From J. J. Lewis, Jan..... 505 35

File shop.

From James Horner & co., file
cutters, Jan., 997 44

Carpet shop.

Thomas Wetherby, weaver, \$254 29
John Humphries, 223 64
————— 477 93

Button Contract.

A. Manvil, button makers, 113 15

Provisions.

4. Fred. Fortmeyer, soap grease \$226 02
From Wm. H. Peck, swill,.. 29 80
————— 255 82

Stone shop and quarries.

Feb. 13. Rec'd of Wm. A. Underhill	
on account for stone,	\$12 50
20. John A. Atchison, on account	
for stone, 1847,	7 42
28. Samuel C. Nichols, on ac't.	
for stone,	62 13
	<hr/> 82 05
22. From the Comptroller, on ac't	
special appropriation for	
immediate relief, per act	
of February, 1850	5,000 00

Convicts' deposits.

20. Mary Murry, \$1.00, Mary	
Dow, \$0.31,	\$1 31
23. James Garrity, \$0.12, Jacob	
Abram, \$3.18,	3 30
	<hr/> 4 61

Building and Repairs.

27. Rec'd. from Wm. Bloom for	
oakum sold,	0 98
28. From visitors this month,	6 25
	<hr/> 8,588 87
	<hr/> \$8,827 07
	<hr/>

Cash expended this month as follows :

1850.

Feb. Vou.

1. 1 Paid sundry officers this month	
pay roll January,	\$1,808 90
22. 20 Peter Davids, 4 days as keeper	
Dec. 1848,	6 00
	<hr/> 1,814 90

Guard.

1. 2 Paid sundry guards per pay roll	
for Jan.,	1,27 50

*Provisions.***Feb. Vouch.**

1.	5	D. D. Odell, carting flour &c.	\$13 25	
4.	10	Brown & Nelson, cod fish,....	144 75	
18.	18	Davis & Washburn, cheese,...	12 03	
25.	21	Wm. H. Peck, vinegar,.....	24 00	
	23	Edmund Peck, Indian meal,..	159 00	
	24	Edmund Peck, do do	117 51	
26.	25	Isaac Woolsey, freight of pro- vision,	27 18	
	26	John Purdy turneps,.....	8 70	
22.	28	Hitchcock & Chamberlain beef,	209 25	
27.	29	Sam'l. C. Nichols, flour &c.,...	53 25	
			<hr/>	768 92

Clothing.

1.	4	J. Pinkham & co., shoe pegs and nails,.....	5 50	
4.	6	Hudson R. R. R. Co., freight case goods,.....	0 15	
	8	Fredk. Fortmeyer, soap 3 mo's.	209 00	
27.	29	Sam'l. Nichols, muslin, combs, flannel,	12 45	
19.	31	Hudson R. R. R. Co. freight on bale,	0 25	
20.	32	Hudson R. R. R. Co. freight on Dry goods.....	0 98	
23.	32	do do do	0 56	
28.	36	do do do	0 65	
			<hr/>	229 54

Building and repairs.

9.	11	Wm. Miller, freight on 20 m. brick,	15 00	
15.	13	M. B. Miller & Co., roofing hat shop,	42 44	
16.	17	Hudson river R. R. Co., freight on timber,.....	18 00	
18.	18	Davis & Washburn, tar, rope, &c.....	3 11	

Feb. Vouch.

25. 22	Edmund Peck, copal varnish,.	31	
18. 15	Hudson river R. R. Co., freight on oil and turpentine,.....	4 11	
		<hr/>	82 97

Hospital.

2. 7	Hudson river R. R. Co., freight on groceries,	48	
19. 19	B. Hasbrook, gin, wine, and demijohns,	7 50	
27. 29	Sam'l C. Nichols, butter, lard, &c.....	9 19	
14. 14	Isaac Birdsall, fresh meat,....	2 49	
		<hr/>	19 66

Stone shop and quarries.

1. 3	Wetmore & Co., 1 cut saw plate,	4 00	
25. 23	Edmund Peck, feed and oats,.	21 28	
25. 24	Edmund Peck, do	33 01	
		<hr/>	58 29

Furniture.

12. 16	Thomas Cook, pitchers and baskets,		2 75
--------	---	--	------

Incidental expenses.

5. 9	Isaac Knapp, services,.....	75	
27. 27	J. W. Thompkins, counsel fees and costs supreme c't, Hotch- kiss & Smith agt. A. R. Booth, agent,	137 13	
28. 24	Wells & Co.'s express, charges on prison reports,.....	4 13	
28. 35	Hudson river R. R. Co., freight on prison reports,	57	
		<hr/>	142 58

Convicts' deposits.

15. 12	Wm. Fisher, deposit refunded,		25
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Feb. Vouch.

Discharged convicts.

28.th30 Paid 11 discharged convicts this
month,

70 96

\$4,218 32

Balance in agent's hands brought for-

ward,..... \$4,608 75

STATE OF NEW-YORK, }
Westchester County, } ss.

Alfred R. Booth, agent, and Abraham Gridley, clerk of the Sing Sing prison, being duly sworn depose and say, that the foregoing account is correct and true according to the best of their knowledge and belief.

A. R. BOOTH,
ABM. GRIDLEY.

Subscribed and sworn before me, }
on this 13th day of March, 1850. }

A. H. WELLS, *Inspector of State Prisons.*

SING SING PRISON, }
April 1st, 1850. }

To the Inspectors of State Prisons :

The agent respectfully reports that the following is a true statement of the monies received and expended for the general support of said prison during the month ending March 31st, 1850.

Mar. 1850.

1. Balance from Feb. ac't bro't forward, \$4,608 75

Cash rec'd this month as follows:

File shop.

1. James Horner & Co., Feb. account, \$909 49

Carpet shop.

John Humphries, Feb. account, 224 89

Lime burners and coopers.

H. A. Taylor, Feb. account, 334 45

Old Iron.

2. Wm, D. & F. Vredenburg, 53 50

Carpets.

4. Thomas Weatherby, Feb. account, 212 56

Stone cutters.

E. F. Grant, January account,	\$72 90
E. F. Grant, January account,	67 40

Op Stone.

7. David Ludlam, jr.,	18 00
11. Loading vessels,	2 00

Richard L. Wood, 50 tons flint stone schooner Henry,	18 75
---	-------

Convict labor.

J. J. Lewis,	292 21
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Button contract.

14. A. Manvil,	98 95
15. Draft on Comptroller,	5,000 00

Salt and hides.

15. Elijah Dunham,	29 30
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Empty barrels and labor.

Reuben Quinby,	32 62
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Naval Hospital.

18. For the 10 pr. ct. reserved on, in 1843 and 1845,	221 49
18. Rec'd on judgment against E. M. Blount for shoes 1843,	50 00

Pork barrels.

25. A. Lewis,	2 50
29. Schooner Henry, Capt. Tice, 50 tons marble chips, 3s.,	18 75
30. Abraham Cornell, 14 load of stone, 2s.,	3 50
Edward Craft, 3 load of stone, 4s., ..	1 50

Convicts' deposits.

Lewis McChain, 25c. W. E. Valen- tine 44c. J. Orpin, 18c.,	0 87
--	------

Visitors.

This month,.....	7 75	
		7,673 38
		<u>\$12,282 13</u>

Mar. 1850.

1. Cash expended this month as follows :

Voucher

Officers.

1. Paid sundry officers this month,
pay roll February,..... 1,837 36

Guard.

1. 2 paid sundry guards per pay roll
February, 1,025 25
- 2,862 61

Provisions.

1. 6 James L. Varick, beef, pork and
cartage,..... 420 70
1. 7 James L. Varick, do do 397 96
1. 8 do do do do 428 20
1. 9 do do do do 1,248 58
4. 13 Hudson river railroad com-
pany, freight on tierce of rice, 0 65
4. 14 John Truesdell, turnips, 3 30
4. 17 Sam'l McCord, fresh beef,.... 379 10
4. 18 E. C. Hill, potatoes, 283 00
7. 19 Hudson river railroad company,
freight on pork, 1 92
13. 21 Hudson river railroad com-
pany, freight on molasses,... 3 32
11. 22 Hudson river railroad com-
pany, freight on beef, 2 88
16. 30 Reuben Quinby, pork, beef,
molasses, &c., 258 63
6. 31 Fields Hall, potatoes, 60 53
16. 33 George W. Lynch, freight on
pork, &c., 135 04

Mar. Vou.

16. 34 George W. Lynch, freight on pork, &c.,	109 19
16. 35 George W. Lynch, freight on potatoes and vinegar,	249 00
18. 37 G. J. Vincent, & Co., fresh beef,	86 35
18. 38 R. Wardrof, flour,	41 25
18. 39 John Romer & Co., flour,	42 25
18. 40 do do do do..	42 25
18. 41 do do do do...	211 25
18. 43 Williamson & Vail, rice and tobacco,	45 07
18. 44 Williamson & Vail, molasses, &c.,	62 38
46 Williamson & Vail, molasses, &c.,	34 27
9. 23 Hudson river railroad compa- ny, freight on beef,	2 88
18. 47 Williamson & Vail, molasses and rice,	123 53
18. 48 Williamson & Vail, molasses and tobacco,	247 32
49 William H. Van Kleeck & Co., molasses, rice and salt,	557 32
19. 51 W. H. Peck, indian meal,	163 25
26. 55 Thomas Sarles, turnips,	47 25
29. 56 O. H. Booth, potatoes,	237 50
19. 61 Hudson river railroad company, freight on pork,	3 84

5,929 96

Clothing.

1. 4. I. Pinkham & Co., leather, pegs, &c.,	24 94
13. 26 Hageman & Doolittle, neats- foot oil,	84
16. 29 Elijah Dunham, leather,	221 00
16. 30 Reuben Quinby, muslin, silk, buttons, &c.,	28 16

Mar. Vou.

18. 36 Joseph B. Lewis, black and yellow oil cloth,	18 05	292 99
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Building and repairs.

2. 11 W. D. & F. Vreedenburgh, grate-bars, &c.,	205 86	
4. 24 Hudson river railroad company, glazed sash, &c.,	6 63	
14. 27 Wm. Miller, freight on brick, .	22 50	
16. 30 Reuben Quinby, cement, &c., .	12 63	
16. 32 Barlow & Jarvis, sheet lead, tools, &c.,	187 49	
25. 54 Montross & Lewis, carting timber, &c.,	128 74	
30. 57 William Blakely, brick,	250 00	
18. 61 Hudson river railroad company, freight on lead,	15	
	<hr/>	.814 00

Hospital.

1. 10 Hudson river railroad company, freight on sugar, &c.,	1 01	
4. 13 Hudson river railroad company, freight on bale,	41	
4. 15. Tindall & Willerton, beef and mutton, January,	20 71	
4. 16 Tindall & Willerton, beef and mutton, February,	21 25	
8. 20 Hudson river railroad company, freight on bundle,	15	
16. 30 Reuben Quinby, sugar, tea, &c.,	13 47	
18. 45 Williamson & Vail, brandy and wine,	7 66	
18. 48 Williamson & Vail,	42 24	
18. 50 William H. Van Kleeck & Co., sugar, tea, &c.,	310 93	
	<hr/>	417 83

Fire-wood, oil, &c.

15. 28 David Griffin, chestnut wood, .	16 00
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Mar. Vou.

16. 30	Reuben Quinby, oil, &c.,.....	18 44	
16. 49	William H. Van Kleeck, & Co., oil, &c.,	28 60	
		<hr/>	63 04

Stone, shop and quarries.

1. 5	E. F. Haubold, powder and fuse,	162 00	
4. 13	Hudson river railroad company, freight on iron,.....	2 99	
16. 30	Reuben Quinby, coal, &c.,....	32 50	
19. 51	Wm. H. Peck, bran and feed,.	33 17	
19. 52	E. F. Haubold, powder,.....	174 50	
		<hr/>	405 16

Printing and stationery.

13. 25	Job Carpenter, steel pens,	1 00	
18. 42	Roe, Lockwood & Son, books, . slates, &c.,.....	85 35	
27. 60	Davis & Harkness, advertising,	6 43	
		<hr/>	92 78

Miscellaneous.

1 3	New-York Daily Express, ad- vertising,	2 69	
4. 12	James Lusk, damages on house,	5 36	
20. 53	Lockwood & Cobb, costs,.....	50 00	
30. 58	Hiram P. Rowell, witnesses' fees,	6 50	
30. 59	Lockwood & Cobb, costs, &c.,.	175 00	
		<hr/>	239 55

Discharged convicts.

62	Paid 12 discharged convicts this month,	65 13	
		<hr/>	
		<hr/>	\$11,183 05

Balance in agents hands bro't
forward,..... \$1,099 08

STATE OF NEW-YORK, }
Westchester County, } ss.

Alfred R. Booth, agent, and James C. Hale, clerk of the Sing Sing Prison, being duly sworn, depose and say, that the foregoing account is correct and true, according to the best of their knowledge and belief.

A. R. BOOTH,
 JAMES C. HALE.

Sworn and subscribed before me, this }
 13th day of April, 1850. }
 FRANCIS LARKIN, J. P.

SING SING PRISON, }
 May 1, 1850. }

To the Inspectors of State Prisons :

The agent respectfully reports, that the following is a true statement of the moneys received and expended for the general support of said prison during month ending April 30th, 1850.

Balance from March account brought forward, \$1,099 08
 April, 1850.

Cash received this month as follows :

1. E. B. Lane, swill and ashes,	\$13 50
Mrs. Grace Wicks, swill, &c.,	
Feb. and March,	60 26
2. H. A. Taylor, lime burners and	
coopers,	340 74
Hotchkiss and Smith, carpet shop,	
March,	45 54
3. John Humphries, carpet shop,	
March,	252 91
James Horner & Co., file contract,	1,016 10
J. J. Lewis, saddlery hardware, .	324 79
Thomas Weatherby, carpet shop,	222 19
Chas. Watson, hatters, Feb.	252 76
do do Mar.	468 97
8. A. Manvil, buttons, Mar.	112 38
Wm. Gregory, stone,	1 50
Rosanna Clark, convict deposit, .	50

April, 1850.

Henry B. Northrop, stone monument,	20 00	
15. Geo. W. Lynch, old rope,	18 94	
Draft on comptroller, for rebuilding shops,	5,000 00	
19. John Aldrich, convict deposit, ...	6 08	
22. S. & H. Jones, schr. Pearl, 80 tons stone,	30 00	
23. Gifford, Sherman & Jones, 166 empty barrels,	31 12	
29. Brundage Tompkins, salt,	2 50	
Convict labor, unloading coal, ..	4 62	
Stephen Horton, convict deposit,	1 50	
30. A. Manvil, bill button shop this month,	110 16	
Jas. B. Swain, 10½ days work of carpenter,	6 30	
Schr. Henry, Capt. Tice, for Randolph & Co., 86 tons stone, ..	18 75	
G. J. Vincent & Co., error in bill (vou. No. 37,) March,	11 68	
G. W. Lynch, error in bill freight (vou. No. 34,)	1 22	
Visitors, received this month, ...	15 50	
		8,390 51
		<u>\$9,489 59</u>

Cash expended this month as follows:

1850.

Officers.

April Vouch.

1. 1 Paid sundry officers this month,
per pay roll March,

\$1,857 69

Guard.

2 Paid guard this month, per pay
roll March,

1,021 75

2,879 44

April Vouch.

Provisions.

12.	12 J. W. Jenks, potatoes and turnips,	176 06	
	12 J. W. Jenks, freight on flour, beef and fish, &c.,	94 69	
	14 Sam'l McCord, 20 bush. rye, ..	12 50	
15.	17 G. W. Lynch, 4 bbls. vinegar,	11 00	
16.	18 Thos. E. Allen & Son, brooms,	12 00	
	20 Geo. F. Brown, codfish cartage,	145 25	
18.	22 Wm. H. Peck, Indian meal. . .	172 50	
19.	26 W. W. & J. Reynolds, Jr., beef and flour,	670 50	
	28 G. J. Vincent, flour,	293 75	
29.	35 Brundage & Tompkins, potatoes	31 25	
		<hr/>	1,619 50

Hospital.

4.	8 Whitson Washburn, 124 quarts milk female prison,	6 20	
	7. 10 Willerton & Tindall, beef and mutton,	35 69	
12.	13 J. W. Jenks, freight on tea and coffee,	6 82	
		<hr/>	48 71

Clothing.

12.	13 T. W. Jenks, freight on leather, ..	1 44	
15.	19 McCord & Smith, shirting,	28 11	
		<hr/>	29 55

Building and repairs.

3.	7 New-York, C. & S. manufacturing company bills,	11 00	
11.	11 David C. Coddington, brick,	11 00	
12.	13 J. W. Jenks, freight on water pipe, paint, &c.,	17 55	
	15 Shrieves, Gray & Co., roofing new mess room,	682 50	
21	Ezra B. Sweet, rivets, solder and labor,	92 53	

April. Vou.

19. 25 Wm. C. Arnold & Co., timber and boards,	\$919 35.	
27 W. C. Arnold & Co., timber, &c.,	369 79	
29 Estate of Charles Donas, sash, . .	114 66	
30 C. H. Woodruff, stool seats, boxes, &c.,	80 00	
	<hr/>	2,298 38

Oil and fuel.

1. 3 Mrs. Grace Wicks, chesnut wood,	20 00	
12. 14 Samuel McCord, oak wood,	295 77	
35 Brundage Tompkins, oak wood, . .	101 25	
	<hr/>	417 02

Stone shop and quarries.

1. 3 Mrs. Grace Wicks, hay,	45 85	
2. 4 Smith Acker, hay and straw, . . .	79 14	
12. 13 J. W. Jenks, freight on stone, &c.,	2 68	
18. 22 W. H. Peck, ground feed and bran,	34 97	
	<hr/>	162 64

Furniture.

3. 6 John W. Brown, six office chairs,	7 00
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Printing and stationery.

30. 39 Simon Sondhelm, one dozen quart bottles ink,	1 50
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Convicts' deposits.

10. 9 Hannah Miller, cash,	73	
30. 37 Catherine Richardson, cash,	1 00	
	<hr/>	1 73

Incidental.

2. 5 A. M. Clapp & Co., advertising convict labor,	6 43
12. 16 Stephen Kipp, repairing rot ary pistol,	75
18. 23 W. A. Stanton, injuries at fire, . .	20 00
19. 24 Hudson River Chronicle, advertising convict labor,	6 43
31 J. W. Robinson, quarter postage,	27 14

April. Vou.

13. 32 E. G. Southerland, advertising convict labor,	5 70	
22. 33 Manson J. Lockwood, copy deed and certificate,	2 25	
34 Levi Peck, services subpoenaing witnesses H. & S. suit,	28 10	
27. 36 Referees expenses in suit of H. & S. vs. A. R. Booth,	908 04	
29. 38 A. Manvill, bill sundries,	38 91	
	<hr/>	1,043 75

Discharged convicts.

30. 40 Paid 23 discharged convicts this month,	108 42	
	<hr/>	\$8,617 64
	<hr/>	

Balance in agent's hands brought forward, \$781.95.

STATE OF NEW-YORK, }
Westchester county, } ss.

Alfred R. Booth, agent, and James C. Hale, clerk of the Sing Sing prison, being duly sworn, depose and say, that the foregoing account is correct and true, according to their best knowledge and belief.

ALFRED R. BOOTH,
JAMES C. HALE.

Subscribed and sworn before me this }
28th day of May, 1850. }

A. H. WELLS, *Inspector of State Prisons.*

SING SING PRISON, }
June 1st, 1850. }

To the Inspectors of State Prisons :

The agent respectfully reports, that the following is a true statement of the monies received and expended for the general support, &c., of said prison during the month ending May 31, 1850.

1850.

May 1. Balance from April act brought forward,

\$871 95

Cash received this month as follows:

David Ryder, 10½ bushels salt,	\$2 63
John Humphries, rent for farm,	252 56
Abraham Cornell, stone,	4 12
George W. Lynch, rent for lot,	8 00
N. Hains, 1 pork bbl.,	62
2. Hotchkiss & Smith, carpet weavers,	70 95
Henry A. Taylor, lime burners,	245 81
Samuel Taylor, cooper,	103 00
T. Weatherby, carpet weavers, ..	223 76
J. J. Lewis, saddlery hardware,	577 95
Charles Watson, hatter,	816 12
James Horner & Co., file cutters,	1,040 17
3. Benjamin Lee, convict labor and horse hire,	6 80
4. Mrs. Grace Wicks, swill,	32 14
Willerton & Tindall, calf,	4 00
7. J. C. Yoe, 8 stones,	10 00
8. Hudson river railroad company, convict labor,	73 88
Edmund F. Grant, repairing culvert Hudson river railroad co.,	10 00
7. Captain Bowen, convict labor and horse hire,	4 93
Draft on Comptroller, rebuilding shops,	5,000 00
Draft on Comptroller, re-covering roofs,	5,000 00

May 8.	James L. Varick, empty bbls.,..	215 50
	William H. Starr & Fellows,	
	camphene bbls.,.....	40 50
	John Humphries, carpet weaver,	284 32
9.	Charles Godfrey, convict deposit,	3 93
8.	C. V. Clinckener & Co., demi-	
	johns and cans,.....	12 44
13.	Captain Latourette, convict labor	
	and horse hire,.....	8 60
15.	S. T. Seixas, 50 tons coal,....	25 00
21.	David M. T. Johnson, convict	
	labor and horse hire,.....	3 13
	G. W. Lynch, 8 molasses hhds.	4 38
30.	Benjamin Hasbrook, demijohns,	3 38
31.	Newark and Rosendale S. and	
	C. company, stone,.....	58 00
31.	Visitors this month,.....	16 00

 130 93

 \$15,034 57

Cash expended this month as follows:

Officers.

May, Vou.

1.	1 Paid sundry officers this month	
	per pay roll, guards,.....	1,814 03

Guards.

2	Paid sundry guards this month	
	per pay roll,.....	967 00

 2,781 03
Provisions.

2.	6 Williamson & Vail, rye flour,..	105 31
	11 G. J. Vincent & Co., rye flour,..	52 25
4.	13 Willerton & Tindall, beef and	
	mutton,.....	39 79
	16 Edward Kirkpatrick, beef,.....	150 00
8.	24 James L. Varick, beef and pork,	1,552 50

May. Vou.

25	Ja's L. Varick, 50 bbls. pork, &c.	460	25
26	do do beans, &c.,	250	50
26	do do 10 bbls. pork, ..	99	55
28	do do beef and pork, ..	298	65
9. 52	J. Urmy, potatoes,	13	50
20. 64	John N. Warren, 157 bbls. potatoes,	127	56
22. 66	W. H. Peck, corn meal,	169	50
70	James L. Varick, beef and pork,	1,991	00
73	Gabriel Dean, potatoes,	20	15
		<hr/>	
		5,330	51

Hospital stores.

6. 14	George Freeman, scissors and forceps,	1	45
8. 22	William Burger, medicines, &c.	6	90
23	do do	22	88
36	C. V. Clinckner & Co., do	11	14
38	do do	83	58
39	do do	32	79
41	do do	7	63
42	do do		63
43	do do	24	67
44	do matches,	2	50
47	do medicine,	25	20
48	do do	31	52
49	do	2	80
20. 63	William O. Mills, brandy,	5	00
17. 68	Benj. Hasbrouck, mad. wine, ..	5	75
30. 69	Thomas Cook, 24 doxen mugs,	14	00
31. 76	Reuben Quinby, wine and br'dy,	9	70
		<hr/>	
		288	14

Clothing.

8. 29	Young & Shultz, leather,	87	00
30	Oscar Schenck & Co., beams, shuttles, &c.,	223	13

May, Vou.

33	Young & Shultz, leather,	68 61
34	do do do	36 68
35	do do do	59 76
51	Thomas Weatherby, scarlet worsted,	70
16. 60	John Humphries, 95 lbs. wool,	23 75
31. 76	Reuben Quinby, cloth, &c.,...	169 55
8. 49	C. V. Clickener & Co., log- wood and barrel,	2 02

670 90

Building and repairs.

1. 3	David Reed, boards and plank,	150 20
4	do do do	460 46
2. 7	Wm. L. Pickering, knives and forks,	60 25
8. 37	C. V. Clickener & Co., glass and putty,	28 25
40	do boiled oil,	13 88
45	do glass and putty,	36 94
49	do 25 lbs. glue, &c.,	4 31
50	do 30 boxes glass, &c.,	52 88
9. 54	Benjamin S. Washburn, bill sundries,	159 96
55	J. Urmy, board of Sedford & Kayler,	20 00
15. 59	Clark Snow, boards and plank,	269 80
17. 61	E. & J. Bussing & Co., 20 kegs nails,	68 40
62	Wm. Blake, fire-proof paint,..	52 11
30. 71	G. B. Norewood & Co., gal- vanized tin,	613 02
72	G. B. Norwood & Co., galvan- ized tin,	400 35
76	Reuben Quinby, cement and rope,	23 92

2,414 73

Oil and fuel.

May. Vou.

8. 31	Wm. H. Starr & Fellows, cam-		
	phine,	275	76
32	Wm. H. Starr & Fellows, cam-		
	phine,	208	85
42	C. V. Clinckener & Co., oil, ..	40	95
44	do 1 bbl alch'l,	24	07
49	do 2 bbls. sp'm oil,	107	58
12	Mrs. Grace Wicks, wood,	14	00
		<hr/>	
		671	81

Stone shop and quarries.

1. 5	John Humphries, 3 $\frac{1}{4}$ tons hay,		
	a \$8,	26	31
4. 12	Mrs. Grace Wicks, hay,	27	73
8. 51	Thomas Weatherby, hay,	21	48
9. 54	Benj. S. Washburn, powder, ..	3	38
22. 66	William H. Peck, ground feed		
	and oats,	56	28
23. 67	William J. Van Tassel, truck		
	timber,	8	00
		<hr/>	
		143	16

Furniture.

2. 8	Wm. C. Porter, whitewash brush,	19	50
2. 9	Porter & Fairchild, 2 doz. do, ..	30	00
10. 58	Hudson River R. R. Co., freight		
	on chairs,	1	00
		<hr/>	
		50	50

Convicts' deposits.

7. 20	Mary Kinney, a convict,	5	00
7. 21	John Walters, alias Newman, do.,	5	91
22. 65	Jonathan Haynes, do.,	1	00
		<hr/>	
		11	91

Incidental.

2. 10	New-York Tribune, advertising,	7	80
4. 15	Bryan & Moors, do,	5	30

May. Vou.

4. 17 V. W. Smith & Co., advertising,	6 30	
4. 18 S. S. Briggs, do,	5 25	
4. 19 E. B. Spooner, do,	4 52	
9. 53 J. Urmy, horse and carriage, ..	25 00	
9. 56 J. W. Tompkins, fees, &c.,...	725 80	
10. 57 Lorin Workman, use of room,		
&c.,.....	18 00	
31. 74 James N. Brown, advertising,..	6 30	
31. 75 E. B. Spooner, do, ..	6 42	
	<hr/>	810 69

Discharged convicts.

31. 78 Paid 22 discharged convicts, this		
month,	121 27	
	<hr/>	<u>\$13,294 07</u>

Balance in agent's hands, bro't
forward, \$1,740 50

STATE OF NEW-YORK, {
Westchester County, } ss.

Alfred R. Booth, agent, and James C. Hale, clerk, of the Sing Sing prison, being duly sworn, depose and say that the within account is correct and true, according to the best of their knowledge and belief.

A. R. BOOTH,
JAMES C. HALE.

Sworn and subscribed before me, the {
21st day of June, 1850. }

A. H. WELLS, *Inspector of State Prisons.*

SING SING PRISON, }
July 1st, 1850. }

To the Inspectors of State Prisons:

The agent respectfully reports that the following is a true statement of the monies received and expended for the general support of said Prison during the month ending June 30, 1850.

1850.

Balance from May ac't, bro't forward,..... \$1,740 50

June 1. Cash received this month as follows :

Francis Barnes, convict deposit,	0 51
Joanna Quinlin, do do	0 54
8. Edward Ray, do do	0 50
Christina Grossman, do do	3 16
Capt. Minerly, coal dust,.....	10 63
Caroline King, convict deposit,	10 00
William Chancey, stone monument,	200 00
Henry A. Taylor, lime contract,	298 34
Samuel Taylor, cooper contract,	103 00
J. J. Lewis, saddlery hardware,	679 54
James Horner & Co., file contract,	1,140 42
John Humpries, carpet contract,	332 54
Hotchkiss & Smith, do do	110 18
Harrison Milliken, for stone,..	25 00
10. Burling Purdy, 2 monuments,..	15 00
Thomas Weatherby, carpet contract,.....	240 78
11. Willerton & Tindall, fat ox,...	75 00
13. Mrs. Grace Wicks, 125 bbls. swill,	31 25
17. William Pocass, schr. Henry, 50 tons stone,	18 75
Charles Watson (hatters for May)	1,233 47
18. M. L. Cobb, carpenter work...	17 90
19. S. & H. Jones, (Philadelphia) 80 tons stone,.....	30 00

Dft. on Comptroller, rebuilding shops,	\$5,000 00	
25. Carney Lamoreaux, stone,	2 00	
Capt. Young, schr. Shenandoah, use horse 2 days,	5 00	
26. Henry McGary, convict depos- ite,	55	
27. C. A. Montross, on acc't pair of oxen,	78 96	
29. David Coddington, stone,	38	
Church, 4 load stone, ...	62	
Abraham Acker, 1 load stone,	50	
Visitors this month,	27 00	
		<hr/>
		9,691 52
		<hr/>
		<u>\$11,432 03</u>

Cash expended this month as follows :

Officers.

June. Vou.

1. 1 Paid sundry officers,

\$1,897 36

Guard.

2 Paid sundry guard,

966 75

Provisions.

12. 3 Paid Moses Stanton, 25 shad, ..

2 50

9 Wm. R. Baldwin, corn meal

36 00

17. 23 I. Wiltsie, rye,

15 66

18. 35 Wright Van Tassel, corn beef

11 95

66 11

Hospital.

10. 4 Paid Jones & Burrhus, medicine,

8 75

11. 6 Willerton & Tindall, beef &c.

45 16

17. 20 B. Van Horn, eggs & lemons,

43

24. 40 Ebenezer Delancy, oranges and lemons,

82

27. 43 C. A. Montross, beef, &c.

78 96

134 12

Clothing.

8. 3 Paid S. Pinkham, & Co. leather,

40 64

13. 13 Stephen Cambell, wool, ...

20 00

15. 16 John Shadeayne,

5 04

17. 21 A. & G. H. Brown, bale crash

65 63

June Vou.

17. 22	H. & D. H. Brooks, pants,...	66	00
25	J. B. Lewis, oil cloth,	52	73
26	Crocker & Johnson, buttons &c.	81	69
27	Sam'l. E. Frink, tick & sheeting	61	61
28	do do fustian,.....	23	30
29	do do crash,.....	27	05
30	do do prints &c.,..	56	90
31	do do flannel &c..	153	40
32	Dibble & Frink, thread &c.,...	97	49
33	do do ticking,	49	24
22. 37	Isaac G. Graham, wool,.....	70	00
38	Fields Hall, do	31	81
39	Barney Farman, do	5	44
25. 41	Nathaniel Williams, wool,...	9	72

 917 59
Building and repairs.

14. 15	Paid Geo. Troop, castings, &c.	560	25
17. 24	Norris, Gregg & Norris, valves, &c.,.....	4	92
28. 42	M. B. Miller, covering shops &c.,.....	50	29
29. 49	Wm. H. Van Fleet, tim- ber,	212	90

 828 36
Oil and fuel.

10. 4	Paid Jones & Burrhus, camphine,	61	75
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Stone shop and quarries.

10. 5	Paid Thos. Weatherby, hay,..	8	15
11. 7	John Hoag, straw and hay	41	06
12. 9	Wm. K. Baldwin, feed, oats, &c.	68	78
13. 12	W. W. Wright, straw,..	10	72
15. 17	Smith Acker, hay,.....	19	60
17. 19	Aaron Haight, straw,...	3	37

 151 68
Printing and stationery.

10. 4	Paid Jones & Burrhus, pens,..	2	75
13. 14	W. H. Jones, Gillott's No. 303 pens,.....	1	37

 4 12

Furniture.

28. 44	Paid Chas. H. Woodruff, chairs,	16 00
--------	---------------------------------	-------

Convicts' deposits.

13. 10	Paid Michael Malloy, a convict,	1 10
11	Reuben Nixon, do	0 12
18. 34	Jane A. Dickson, do	3 70
		<hr/> 4 92

Incidental expenses.

7. 18	Paid Lockwood & Cobb, witness' fees,	113 00
18. 36	do do costs &c.	70 00
25. 42	Robert Lent, expenses going for convicts,	30 00
20. 46	Knapp & Peck, advertising convict labor,	6 42
29. 47	Edward L. Porter, removing convicts to Auburn,	177 98
48	do do expense to Utica Asylum,	21 70
		<hr/> 419 10

Discharged convicts.

29. 50	Paid 24 discharged convicts this month,	146 84
		<hr/> \$5,614 70

Balance in agents hands bro't forward	\$5,817 32
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STATE OF NEW YORK }
Westchester Co., } ss.

Alfred R. Booth, agent and James C. Hale, clerk of the Sing Sing prison, being duly sworn depose and say, that the foregoing account is correct and true according to the best of their knowledge and belief.

A. R. BOOTH
JAS. C. HALE.

Sworn and subscribed before me }
this 16th day of July, 1850. }

JOAKIM URMY, *Justice of the Peace.*

SING SING PRISON, }
 Aug. 1, 1850. }

To the Inspectors of State Prisons :

The agent respectfully reports that the following is a true statement of the monies received and expended for the general support of said prison during the month ending July 31, 1850.

1850.	Balance from June account, brought forward,	\$5,817 32
July 1.	Cash received this month is as follows :	
	Charles Garritt, alias Wheeler, convict deposit,	\$80 00
	Richard Rusk, salt,	1 50
2.	James Johnson, convict labor, .	34 28
	Charles Watson, hatters,	1,191 22
	J. J. Lewis, saddlery hardware, .	666 39
	H. A. Taylor, lime contract, ..	296 66
	Samuel Taylor, coopers,	96 50
	Isaac A. Briggs, convict deposit,	60
5.	Terrence McGee, convict de- posit,	20
4.	James Horner & Co., file shop,	1,056 41
	E. B. Sweet, convict labor, ...	47 55
11.	Hotchkiss & Smith, carpet, ...	123 37
12.	John Humphries, carpet,	341 54
	John Day, monument,	64 00
	Capt. Eaton, 30 tons stone,	15 00
13.	Henry Atwood, convict deposit,	1 00
15.	Harrison Hilliker, oakum,	3 50
	Daniel Carpenter, stone,	1 50
16.	Thos. Weatherby, carpet,	226 78
	J. J. Lewis, rent of lot,	20 00
17.	Mrs. Grace Wicks, swill,	31 88
	Frederick Fortmeyer, soap, grease,	556 87
23.	Elmore P. Ross, transporting convicts,	64 68
25.	G. W. Cogswell, cut stone, ...	12 50

July 25. Rosanna Devine, convict deposit,	25	
26. Capt. Cary, unloading coal, ...	7 95	
Oscar Schenck & Co., error in May bill, (voucher 30,).....	2 00	
Dft. on Comptroller, rent Croton water,	2,437 50	
Capt. Mandfield, loading stone,	2 00	
Capt. McReckwould, unloading slate,	2 00	
27. R. M. Underhill, stone,.....	268 63	
do do int. on note,.	4 00	
Geo. Jacob, U. S. convict, as a fine,	1 00	
30. Harrison Hilliker, oakum,....	1 75	
31. George Freeman, error in May bill, (voucher 14,).....	20	
Visitors, this month,	72 00	
		<u>7,732 71</u>
		<u>\$13,550 53</u>

Cash expended this month as follows :

July, Vou.

Officers.

1. 4 Paid sundry officers this month, 1,895 19

Guards.

2 Paid sundry guards this month, 971 75

Provisions.

2. 5	Paid Brown & Nelson, codfish,	151 50
6. 10	Jas. L. Varick, pork, &c..	983 00
11	do do beef, &c..	766 40
12	do do do	191 60
10. 18	G. H. Kendall, molasses,.	26 25
11. 22	W. & H. A. Hughson, indian meal,.....	627 39
15. 23	Van Nordens, cheese,....	11 83
17. 28	A. Buckhout, cheese,...	10 64

July, Vou.

19. 31	Paid J. Wiltsie, rye flour,	84 14
20. 35	Chas. Lynch, pork,	15 00

2,867 75

Hospital stores.

2. 4	Paid J. Romer & Co., flour, . .	44 25
8. 15	Willerton & Tindall, beef and mutton,	30 16
10. 18	G. H. Kendall, tobacco, . .	7 00

81 41

Clothing.

6. 8	Paid Elijah H. Brower, wool, .	13 58
9. 16	James Brown, wool,	25 00
10. 21	John Humphries, use steam engine,	6 00
12. 25	McCord & Smith, crash, cal- lico, &c.	21 97
17. 30	Frederick Fortmeyer, soap,	427 00
27. 43	Hagaman & Doolittle, neats foot oil,	2 25

495 80

Building and repairs.

1. 7	Paid J. J. Lewis, roofer's tools, &c.,	8 25
6. 13	Ezra B. Sweet, roofing, &c	709 34
10. 19	R. J. Reed & Co., slating shops,	656 18
20	D. C. Coddington, brick, . .	11 00
12. 24	Norris, Gregg & Norris, pipe, valves, &c.	43 20
20. 34	Harrison Hilliker, freight on brick,	12 50
22. 36	D. E. Foster & Co., timber, plank, &c.	815 51
24. 37	Wm. Blakely, brick,	75 00
26. 38	Dan'l A. Gallup, 2 chaldron kettles,	27 00
27. 40	J. Barlow & Son, bill sun- dries,	427 71

July, Vouch.

43	Paid Hagaman & Doolittle, var-		
	nish,	1	25
31. 45	James Ludlow, agent C. &		
	L. S. W., line,	29	75
23. 46	C. S. Schmidt, flour agent		
	Hudson river R. R. Co.,		
	freight,	45	
		<hr/>	
			2,817 14

Oil and fuel.

1. 7	Paid J. J. Lewis, coal,	12	81
27. 42	Peter Denna, char'd coal, .	6	75
		<hr/>	
			19 56

Stone shop and quarries.

1. 7	Paid J. J. Lewis, lettering stone,	2	00
8. 14	Wm. K. Baldwin, feed,...	47	89
11. 22	W. & H. A. Hughson, feed,	32	81
13. 26	Wm. J. Van Tassel, oak		
	plank,	7	50
15. 27	Harrison Hilliker, red sand		
	stone,	15	75
20. 32	Daniel Bailey, for stags and		
	oxen,	155	00
33	Noah Secor, straw,	4	08
27. 41	Sam'l Baker, oxen,	100	00
		<hr/>	
			365 03

Printing and stationery.

7. 7	Paid J. J. Lewis, wrapping pa-		
	per, &c.	5	13
17. 29	Jas. W. Robinson, postage,	23	84
20. 35	Charles Lynch, bottle ink, .	22	
		<hr/>	
			29 19

Furniture.

1. 6	Paid Thos. Allen & Son, brooms,	14	00
10. 18	G. H. Kendall, scrubbing		
	brushes,	2	25
		<hr/>	
			16 25

July, Vouch.

Convicts' deposits.

6.	9	Paid Wm. Fisher, convict dep.	25	
9.	7	Stephen Horton, do	1 00	
30.	44	Chas. Garret, do	80 00	
			<hr/>	81 25

Incidental expenses.

2.	3	Paid Lockwood & Cobb, fees and disbursements,	75 00	
26.	39	R. C. Hance, register Croton water works,	2,437 50	
			<hr/>	2,512 50

Discharged convicts.

31.	47	Paid 15 discharged convicts this month,	80 04	
			<hr/>	\$12,232 86
			<hr/>	

Balance in agent's hands brought forward, \$1,317 67

STATE OF NEW-YORK, }
Westchester county, } ss.

Alfred R. Booth, agent, and James C. Hale, clerk of the Sing Sing prison, being duly sworn, depose and say, that the foregoing account is correct and true, according to the best of their knowledge and belief.

ALFRED R. BOOTH,
JAMES C. HALE.

Subscribed and sworn before me, }
this 17th day of Aug. 1850. }

JOAKIM URMY, *Justice of the Peace.*

SING SING PRISON, }
August 31st, 1850. }

To the Inspectors of State Prisons :

The agent respectfully reports that the following is a true statement of the monies received and expended, for the general support of said prison, during the month ending August 31st, 1850.

1850. Balance from July account, bro't forward,..	\$1,317 67
Aug. 1. Cash received this month, as follows:	
1. Henry A. Taylor, lime burners,	\$319 02
1. Samuel Taylor, coopers,.....	97 50
1. Capt. Carey, convict labor,....	50
2. Charles Watson, hatters,.....	1,286 02
2. J. J. Lewis, saddlery hardware,	745 18
2. James Horner & Co., file cutters,	1,032 86
2. Thomas Weatherby, carpet shop,	229 36
2. Hotchkiss & Smith, do,	202 53
3. J. J. Lewis, bbl. swill,.....	38
3. Dennis Brower, convict deposit,.	2 49
3. Barnabas Foshay, stone,.....	1 50
6. Comptroller, rebuilding shops,.	5,000 00
6. John Humphries, carpet shop,..	350 37
7. James Johnson, do, ..	64 95
7. Charles H. Woodruff, cabinet shop,	32 14
8. John Myers, convict deposit, ..	87
13. Mrs. Grace Wicks, swill,.....	28 38
17. George Burrows, convict deposit,	5 00
17. John Taylor, do,	4 56
19. James L. Varick, pork and beef bbls.,.....	215 50
20. Joseph Lister, bones,.....	4 05
21. Thomas Small, stone for house,	800 00
21. William Chauncey, monument,	288 46
21. J. S. McEackron, convict labor,	3 00
26. Capt. Frain, use of horse,....	5 60
26. Thos. Jefferson, convict deposit,	45
26. Jonathan Peterson, unloading stone,.....	4 00

Aug. 26. S. W. Smith, building stone,...	\$3 25	
26. Stephen Paten, do, ...	2 13	
27. Newark Lime & Cement Co., building stone,	86 50	
27. Stephen Orser, on account prison oxen,	50 00	
28. Capt. Burger, convict labor,...	1 60	
28. James M. Bard, on account shoe- makers,	41 45	
28. James Blandford, monument,..	32 00	
29. John Russell, stone,	92 05	
29. James Horner, old account, ...	75 37	
30. Aaron Ward, stone,	3 00	
30. Alanson Gale, do,	2 00	
30. David McCord, do,	23 43	
31. Visitors, this month,	74 50	
		11,211 95
		<u>\$12,529 62</u>

Cash expended this month, as follows:

Officers.

Aug. Vou.

1. 1 Paid sundry officers this month,..... \$1,826 86

Guards.

1. 2 Paid sundry guards this month, 992 00

Pensions.

1. 3 Paid Clark & Burrhus, Indian
meal,..... \$23 61

2. 5 Paid Stephen Paten, yeast,.... 25

9. 14 Paid A. T. Wright, rye flour, 96 94

9. 17 Paid James L. Varick, beef and
pork, 2,103 50

9. 19 Paid Williamson & Vail, mo-
lasses, 152 82

9. 20 Paid Williamson & Vail, mo-
lasses, 55 06

9. 21 Paid Williamson & Vail, rice,
&c., 62 26

Aug. Vou.

9. 22	Paid Williamson & Vail, molasses,	127 67
23	Williamson & Vail, rice, &c.,	43 96
24	Williamson & Vail, rice, &c.,	20 60
25	Williamson & Vail, ginger, &c.,	46 21
26	Williamson & Vail, molasses,	144 84
10. 28	Wright Van Tassel, fresh beef,	24 25
19. 34	James L. Varick, beef and pork,	2,076 63
38	Wm. H. Vankleeck & Co., salt and rice,	35 82
39	Wm. H. Vankleeck & Co., rice,	38 87
40	Wm. H. Vankleeck & Co., molasses,	151 38
41	Wm. H. Vankleeck & Co., salt,	12 50
42.	Wm. H. Vankleeck & Co., rice,	51 64
43.	Wm. H. Vankleeck & Co., molasses,	152 38
44.	Wm. H. Vankleeck & Co., salt,	15 00
22. 55	Davis & Washburn, indian meal,	16 82
30. 65	Geo. D. Cragin, herring, .	55 00
66	Peter Farmer, onions, . .	18 00
67	M. Vassar & Co., hops, . .	18 30
		<hr/>
		5,544 31

Hospital stores.

7. 11	Tindall & Willerton, veal, &c.,	13 71
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Aug. Vou.

9. 15	B. Hasbrook, brandy and wine,	18 50
23	Williamson & Vail, toacco,	87 59
24	do do	
	ginger, &c.,	9 19
26	Williamson & Vail, tea and soap,	62 61
19. 36	Wm. H. Vankleeck & Co., tobacco,	85 81
37	Wm. H. Vankleeck & Co., mustard, tea, &c.,	62 95
39	Wm. H. Vankleeck & Co., tobacco and crackers, ..	135 12
42	Wm. H. Vankleeck & Co., crackers,	3 91
43	Wm. H. Vankleeck & Co., sugar,	15 11
45	Wm. H. Vankleeck & Co., crackers,	3 76
21. 51	John Romer & Co., flour, &c.,	46 25
22. 57	W. H. Jones, leeches, &c.,	3 50
29. 63	John Russell, ice,	10 25

558 26

Clothing.

5. 7	Elias Q. Horton, unwashed wool,	6 08
6. 9	John Humphries, use ma- chine,	8 00
9. 27	John Palmer, wool,	37 00
17. 30	James Boyles, do	19 25
31	Phebe Van Wart, do	26 94
32	Chambers & Ward, wool- en yarn,	186 78
21. 50	Andrew Lester & Co., thread, &c.,	73 26
27. 61	Peter K. Bixton, yarn, ...	28 04
21. 46	Young & Shultz, leather, .	55 50
48	Thomas Small, do	123 96

Aug. Vou.

49	Thomas Small, leather, ..	116 71
22. 54	A. Walker, 3 coats,	7 00
28. 62	James Bard, leather,	10 20
26. 64	Slee & Livingston, 28 coats,	56 00

754 72

Building and repairs.

9. 18	Robert J. Reed & Co., sla-	
	ting,	1,139 70
15. 29	O. H. Booth, freight on	
	lumber,	50 00
19. 35	A. Denike, spruce spars, .	14 00
21. 47	Thos. Small, manilla rope,	20 80
53	Norris, Gregg & Norris,	
	pipe, &c.,	26 55
22. 56	David J. Ludlam, foreman	
	engine company,	4 50
26. 60	W. W. & J. Reynolds, jr.,	
	freight on lumber,	60 00
29. 63	John Russell, files, &c., ..	127 88
30. 70	James Ludlow, lime, &c.,	10 50

1,453 93

Oil and fuel.

9. 24	Williamson & Vail, oil, &c.,	56 81
29. 63	John Russell, wood,	29 29

86 10

Stone shops and quarries.

8. 12	Jas. W. Robinson, hay, ..	7 60
22. 55	Davis & Washburn, tar and	
	oats,	16 30
24. 59	James Carpenter, collar	
	and strap,	2 50

26 30

Furniture.

2. 4 Paid	James Horner, dinner	
	plates,	46 00
9. 13	Porter & Fairchild, brush-	
	es,	30 00

Aug. Vou.

21. 52:

Thomas E. Allen & Son,

brooms, 12 00

88 00*Convicts' deposits.*

6. 8 James Williams, a convict, 1 00

10 Charles Hawkins, do 1 00

2 00*Incidental expenses.*2. 6 Squire Griffin, crackers
and cheese, fire, 8 62

9. 16 Martin Laughlin, cartage, 1 00

17. 33 John Flack, expenses es-
caped convict, 1 5624. 58 Valentine Sherwood, use
boat, 1 0038. 68 Charles Gilbert, making
coat, &c., 6 5018 68*Discharged convicts.*

31. 69 Fifteen disch'd convicts, 68 74

\$11,419 90Balance in agents hands bro't forward, \$1,109 72STATE OF NEW-YORK, }
Westchester county. } ss.

Alfred R. Booth, agent, and James C. Hale, clerk of the Sing Sing prison, being duly sworn, depose and say, that the foregoing account is correct and true, according to the best of their knowledge and belief.

A. R. BOOTH,
JAMES C. HALE.

Subscribed and sworn before me, }
this 17th day of Sep. 1850. }

SING SING PRISON, }
 Sept. 30, 1850. }

To the Inspectors of State Prisons:

The agent respectfully reports, that the following is a true statement of the moneys received and expended for the general support of said prison during the month ending September 30, 1850.

1850.

Sept. 1. Balance from August account brought forward,.....	\$1,109 72
Cash received this month as follows :	
1 & 30. Henry A. Taylor, lime burners, August and September,.....	\$547 83
5 & 30. James Johnson, carpet contract, August and September,.....	306 35
Hotchkiss & Smith, carpet contract, August and September,.....	753 66
Thomas Weatherby, carpet contract, August and September,.....	466 76
John Humphries, carpet contract, August and September,.....	108 74
Samuel Taylor, cooper contract, August and September,.....	192 00
6. Charles Watson, hat contract, August and September,.....	2,513 84
Jos. J. Lewis, saddlery hardware contract, August and September,.....	1,453 69
Jas. Horner & Co., file contract, August and September,....	825 70
11 & 30. Charles H. Woodruff, cabinet contract, August and Sept.,..	336 99
30. Mrs. Grace Wicks, swill contract, August and September,.....	38 88
6. Andrew Wheeler, hhd,.....	75
Mr. Lounsbury, salt,.....	1 25
7. Andrew Wheeler, stone,.....	1 00
Capt. Tice, schr. Henry, 50 tons stone,.....	18 75

Sept. 7.	W. V. Montgomery, stone,...	45 00
6.	Comptroller,	4,000 00
	Comptroller,	100 00
	Comptroller,	50 00
9.	George W. Lynch, bones, rags and barrels,	107 53
11.	P. T. Heart, labor unloading slate,	3 00
14.	Barnabas Foshay, stone,	8 13
18.	Reuben Quinby, convict labor,.	3 15
17.	Rodman & Co., old iron,	174 90
19.	Rosanna Divine, convict deposit,	25
	Stephen Collyer, stone,	4 82
	Robert Reed & Co., convict labor slating,	133 41
	Stephen Orsen, ashes, &c.,	41 41
	Henry Baker, 8 loads stone,	2 50
	Joseph Lister, 448 lbs. bones,.	2 00
24.	E. M. Blunt, judgment, for, ..	25 00
21.	Joseph Lister, 400 lbs. bones, ..	1 78
	Philip G. Van Wyck, monu- ments,	40 00
25.	Charles J. Basley, convicts' de- posit,	22
	Chas. Cook, alias John Sheedy, convicts' deposit,	6 50
	G. M. Merain, alias Jeff Crooker, convicts' deposit, ..	47
21.	Mr. Hemmingway, old shingles,	2 00
28.	Hudson River Railroad Co., convict labor,	60 75
30.	A. Walker, use of carpenter, &c.,	27 46
	Joseph Lister, $\frac{1}{4}$ ton bones,	2 50
	Frederick Fortmeyer, soap grease, July, Aug. & Sept, ..	507 47
	Mr. Hagaman, stone,	1 25
	Davis & Washburn, pork bbls, .	5 00
	Sloop Extra, blk's work,	1 00

Sept. 30.	Thomas Small, on account stone work,	500 00	
	John Russell, on account stone work,	25 94	
	Stephen Agles, on account stone work,	50	
	Wm. Robinson, on account stone work,	2 00	
	Elijah Dunham, salt and hides,	8 75	
	J. W. Jenks, oakum,	1 75	
	Isaac Tompkins, stone,	4 00	
	Robert J. Reed & Co., convict labor,	59 40	
	A. E. Nickerson, stone,	2 00	
	John Humphries, on rent of farm,	16 50	
	Eben. Acker, stone,	2 25	
	Caleb Roscoe, stone,	20 00	
	Joseph Hunt, flour barrels,	40 00	
	E. F. Grant, stone cutters,	200 00	
	Visitors this month,	28 25	
		<hr/>	13,835 03
			<hr/>
			<u>\$14,944 75</u>

Cash expended this month as follows:

Sept. Vou.	Officers.	
1. 1	Paid sundry officers this month,	1,903 52
	<i>Guards.</i>	
2	Paid sundry guards this month,	1,013 00
	<i>Provisions.</i>	
6. 4	Paid J. Wiltsie, flour,	313 25
7. 6	J. F. Fay, freight agent on hops,	63
6. 7	D.D. Odell, cartage on flour,	10 50
9. 10	George W. Lynch, potatoes, vinegar, &c,	311 88
11. 14	Isaac Wolsey, potatoes and rye,	118 95

Sept. Vou.

15	Paid G. E. Craigers, herring,...	5 00
13. 16	George W. Townsen, rye flour,.....	30 00
12. 17	J. D. Hunter, rye flour,....	9 00
13. 19	Ephraim Cobleigh, onions,	30 00
18. 25	Reuben Quinby, cheese, ..	50
26. 35	I. W. Moseman, potatoes,	7 50
27. 40	J. Wiltsie, rye,.....	15 05
27. 42	John Romer & Co., flour,..	40 25
30. 47	Davis & Washburn, indian meal,.....	11 25
30. 55	D. D. Odell, cartage flour,	1 50
30. 57	Williamson & Veil, rice and pepper,.....	64 14
58	Williamson & Vail, molas- ses, &c.,.....	142 62
59	Williamson & Vail, rice,&c.,	41 83
60	do do rye flour,	47 00
61	do do rye flour,	407 38
62	do do rye flour,	91 88
67	Clark & Burrhus, corn meal,	44 38
70	J. W. Jenks, potatoes and vinegar, ,....	44 50
73	Eben Acker, potatoes and vinegar, ,....	39 50
76	E. B. Lane, potatoes and vinegar, ,....	19 25
		— — 1,547 74

Hospital stores.

18. 25	Paid Reuben Quinby, brandy, &c.,	6 31
19. 29	Griffin & Miller, eggs and lemons,.....	33
30. 47	Davis & Washburn, eggs and flour,.....	45 28
54	William Burger & Co., med- icines,.....	29 27
57	Williamson & Veil, tobacco,	91 76
58	do do coffee, &c.,	9 08

Sept. Vou.

63	Paid Williamson & Vail, tobacco, sugar, &c.,	129 72
72	Benjamin Hasbrook, brandy and wine,	15 00
74	S. Pugsley, beef, veal, &c.,	43 29

370 04

Clothing.

9.	9	Paid McCord & Smith, cotton velvet,	10 85
	11	John Humphries, use steam power,	3 00
11.	13	W. & J. M. Codington, hats,	16 25
17.	23	Benjamin Washburn, pegging awls, &c.,	2 63
13.	18	G. & H. Brown, prints and batts,	174 44
18.	25	R. Quinby, wool, thread, &c.,	51 25
21.	30	A. Van Kleeck & Co., hats, &c.,	9 75
30.	44	Charles Watson, hats, &c.,	6 40
	46	C. Watson, dying wool, &c.,	12 00
	48	F. Fortmeyer, soap,	288 60
	56	Crocker, Washburn & Johnson, needles,	53 75
	66	W. Robinson, shoes,	11 50
	69	Elijah Dunham, upper leather,	66 00

706 40

Building and repairs.

6.	5	Paid John H. Clark, house lumber,	65 62
13.	20	Wetmore & Co., sheet iron,	59 53
	21	do do screws, &c.,	2 88
17.	23	B. S. Washburn, screws, ..	5 60
	24	Rodman & Co., boilers, &c.,	600 00
18.	25	Reuben Quinby, plaster and hair,	2 63

Sept. Vouch.

19.	36	Paid Stephen Collyer, timber, &c	197 41	
	27	Robert J. Reed & Co., slat- ing,	2,666 70	
30.	44	Charles Watson, lumber,.	5 32	
	49	Lewis H. Thompson, tim- ber, &c.....	24 91	
	51	James Ludlow, agent S. & C. l. w., lime,.....	19 11	
	64	D. C. Codington, brick,..	27 00	
	71	Robert J. Reed & Co., slat- ing,	833 64	
	46	Charles Watson, sundries,	5 17	
			<hr/>	4,515 52

Oil and fuel.

7.	6	Paid J. F. Fay, freight on bbl. camphine,	55	
10.	12	David A. Griffin, wool,...	3 00	
18.	25	Reuben Quinby, oil and camphine,	18 80	
30.	50	Hagaman & Doolittle, oil,	3 38	
	52	Wm. Burger, oil,	64 19	
			<hr/>	89 92

Stone shop and quarries.

10.	12	Paid David A. Griffin, straw, .	3 67	
17.	23	Benj. S. Washburn, bill sundries,	56 92	
19.	28	Stephens Orser, hay, &c..	63 05	
26.	34	Levi Peck, poundage,	1 25	
	43	Laffin & Smith, powder,..	242 50	
30.	47	Davis & Wasburn, feed,.	4 13	
			<hr/>	371 52

Furniture.

18.	25	Paid Reuben Quinby, tumblers, &c.....	4 22	
13.	38	Dibble & Frink, ticking, .	56 32	

Sept. Vouch.

27.	41	Paid Porter & Fairchild, white wash brushes,.....	30 00
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 90 54
Postage and stationery.

39	Paid	Roe, Lockwood & Son, ink powder, &c.....	34 25
30.	56	Crocker, Washburn & Johnson, pens, &c.....	7 75
65		James W. Robinson, postage,	21 75
75		Spaulding & Shepard, books,	150 00
44		Charles Watson, paper,..	84

 214 59
Convicts' deposits.

13.	22	Paid Lawrence Duffy, convict deposit,.....	32
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 32
Incidental expenses.

6.	3	Paid John Raymond, use of boat, &c.....	75
7.	8	Lockwood & Cobb, referees' fees,.....	130 00
23.	31	Lockwood & Cobb, witness fees,	73 37
24.	32	G. Van Wyck, services as attorney,.....	5 00
25.	33	E. G. Sutherland, adv'ing convict labor,.....	10 75
24.	36	Bryan & Moors, adv'ing convict labor,.. ..	10 50
27.	37	S. S. Riggs, advertising convict labor,.....	9 45
30.	45	A. G. Levy, advertising convict labor,.....	12 50
68		Knap & Peck, advertising convict labor,.....	10 63

 262 95

Sept. Vouch.

Discharged convicts.

53 Paid 34 discharged convicts this
month,

147 63

 \$11,233 69

Balance in agents' hands brought for-
ward, \$3,711 06

STATE OF NEW-YORK, }
Westchester county, } ss.

Alfred R. Booth, agent, and James C. Hale, clerk, of the Sing Sing prison, being duly sworn, depose and say, that the foregoing account is correct and true, according to the best of their knowledge and belief.

ALFRED R. BOOTH,
JAMES C. HALE.

Subscribed and sworn before me, this }
31st day of October, 1850. }

JOAKIM URMY, *Justice of the Peace.*

SYNOPSIS

Of the Inventory of State Property at the Sing Sing Prison on the 30th day of September, 1850, as taken and valued by Messrs. James T. Collyer, David Ludlam, and Munson J. Lockwood, sworn appraisers.

In kitchen—wash kids, kids, steam boilers, pumps, tables stools, plates, knives and forks &c.....	\$1,625 94
Old kitchen—old boilers, kids, barrels, hogsheads, and sundries, &c.....	103 66
Oil house—oil, cans, and measures,.....	43 45
Store house—flour, rice, molasses, beans, beef, pork, rice, meal, &c., &c.,.....	1,690 88
Fire engine house—engine and hose, fire buckets, tubs, cistern &c,	811 45
Chapel—stoves and pipe, seats, benches, &c.,.....	78 12
Clothes room—stove and pipe, clothing, cloth,..... muslin, desk, stools &c.	587 54
Wash room in back yard—Chaldrons, cisterns, tubs, pails, wooden horses, &c.....	42 77
New building in back yard—Scaffolding, tools, wheelbarrows, iron bars, &c.....	51 50
State shop—stocking & cloth looms, clothing, tailor's and shoemaker's kits, leather, old and new shoes, shirts and shirting, &c.....	4,039 82
Cabinet shop—desk, wash kids, pails, tubs &c.....	6 45
Middle weave shop—desk and stand, wash kids, pails brooms, tubs, towels, &c.....	18 48
South weave shop (Mr. Johnson)—stove and pipe, desk stools, tubs, pails, towels, oakum &c.....	40 72
South weave shop, (Mr. Weatherby)—desk and seat, stove and pipe, tubs, towels, pails and brooms, &c.	30 47
Chaplain's office—mahogany desk, and tables, chairs, book shelves, books, &c.....	324 72
Dock and yard—marble pillars, columns, crane, sundry tools, &c.	827 50
Stone shop—Anvils, tools, wash kids, tools, iron, steel &c.	262 50

In yard near the dock—shanty, desk, stools, table, coal, planking, boards, dye house, iron, wood &c.	\$897 67
Tinner's tools—iron, tin, wire, brass, &c.	92 63
Store house—fore and aft machine, iron, lead, copper, iron doors, do wood, tools &c.	763 86
Segar shop—wash kids, tubs, towels, desk and stand, stools, &c.	9 52
Hat shop—desk and seat, wash kids, pails, tubs, table, towels &c.	28 53
Sadlery shop—desks and chairs, wash kids, towels, tubs, pails, wheelbarrows, &c.	44 87
File shop—lathe and tools, desks and seats, wash kids, towels, tubs, pails, turning tools, vice, iron, steel &c.	422 43
Back file shop—desk and seat, wash kids, towels, tubs, pails, coal boxes &c.	14 90
Lime shop—desk and seat, stove and pipe, towels, wash kids, tubs, pails &c.	18 04
Keeper's hall—bed and bedding, seats table, lamps, lanterns, desks, bookcase &c.	65 75
East yard, barn and stables—oxen, cows, horses, carts, harnesses, wagon, &c.	1,388 65
Quarry—chains, crow bars, tools, wash kids &c.	324 07
Carpenter's shop—benches, tools, wash tubs, towels, pails, desk and seat, &c.,	483 67
Agent's, wardens', and clerk's offices—iron safe, stationery, books, &c.,	670 42
Wardens' house—cooking apparatus, floor cloth, &c.,	161 50
Yard—timber, tools, iron, &c.,	173 30
Guard houses—carbines, pistols, swords, arm racks, stoves and pipe, desks, stools, &c.,	1,586 25
Blacksmith shops—tools, anvil, iron, &c.,	131 25
Prison hall—bunks and bedding, lamps, stoves and pipe, books, desks, and seats, &c.,	4,004 29
Hospital—beds, bedding, tables, chairs, stoves, surgical instruments, medicines, &c.,	970 71
Timber and boards—in yard,	428 60
Total male prison,	<u>\$23,684 90</u>

Female prison.

In Kitchen—furnace, kettles, pots, pans, meal boxes, stove and pipe, cooking apparatus, &c.,.....	156 63
Store room—pails, tubs, boxes, herrings, meal sauce-pans, salt, iron boiler, &c.,.....	33 42
Yard—coal boxes, benches, tubs, &c.,.....	12 55
Hat shop—table and stand, work tables, chairs, stoves and pipes, pails, old chairs, &c.,.....	80 25
Hall—bunks and bedding, stoves and pipe, book case, lamps, seats, tables, knives and forks, &c.,.....	555 73
Store room—calico, muslin, combs, ticking, brooms, pails, tea, thread, &c.,.....	65 56
Chapel—maps, bibles, benches, pulpit, stove and pipe, &c.,.....	27 50
State bed room—bed and bedding, tables, chairs, stove and pipe, clothes press, &c.,	325 94
Matron's room—chairs, tables, &c.,.....	22 00
Kitchen—stove and pipe, tables, chairs, wash tubs, pails, &c.,	41 33
Parlors—carpet, table, sofa, chairs, &c.,.....	28 25
Inspectors' rooms—mahogany tables, chairs, bookcase carpet, stove and pipe, books, &c.,.....	371 20
Upper hall—oil cloth, table, lamp, chairs, &c.,.....	10 50
Upper room—bookcase, carpet, chairs, cot, &c.,.....	42 00
Keeper's room—stove and pipe, chairs, and desk, &c.,	9 25
Total female prison, ..	<u><u>\$1,782 11</u></u>

State farm.

130 acres of land @ \$175,.....	<u><u>\$22,750 00</u></u>
Grand total,	<u><u>\$48,217 01</u></u>

CLERK'S REPORT.

CLERK'S OFFICE, SING SING PRISON, }
December 1st, 1850. }

To the Inspectors of State Prisons:

Gentlemen :—In compliance with the statute, I furnish the following statistics of said prison.

No. of male convicts remaining in prison Dec. 1st, 1849,	672					
do	do	received from courts during the year				
		ending 30th November, 1850,...	228			
			—			900

No. of male convicts discharged, by expiration, during the						
		year ending 30th Nov., 1850,..	153			
do	do	discharged by pardon,	15			
do	do	do by habeas corpus,	1			
do	do	(shoemakers,) transferred to Auburn,	17			
do	do	died by sickness,	15			
do	do	drowned,	1			
do	do	drowned in attempting to escape,..	1			
do	do	accidentally killed by the bursting				
		of a grind stone,	1			
do	do	escaped,	1			
do	do	sent to Utica State Lunatic Asylum,	1			206
		Remaining in prison 1st December, 1850.				694

Number employed on contracts in male and female prisons, and contract price per day, each, on the 1st day of December, 1850.

	Price per day.	Number of convicts.
<i>Carpet and rug weavers.</i>		
Hotchkiss & Smith,	40 $\frac{1}{4}$	53

	Price per day.	Number of convicts.
Thomas Weatherby,	40½c.	25
J. Pinkham & Co., (temporary,)	49	25
James Johnston,	40	28
		<hr/> 115
<i>Hatting.</i>		
Charles Watson,	40	110
<i>Binding Hats, (females.)</i>		
Charles Watson,	20	38
<i>File making.</i>		
James Horner & Co.,	40	71
<i>Lime burners.</i>		
Henry A. Taylor,	40	24
<i>Coopers.</i>		
Samuel Taylor,	50	6
<i>Saddlery hardware.</i>		
Joseph I. Lewis,	35	95
<i>Cabinet making.</i>		
Charles H. Woodruff,	40	28
<i>Chair seating, (cripples.)</i>		
Charles H. Woodruff,	12	8
Total No. of females on contract 1st Dec., 1850,		<hr/> 38
Total No. of males on contract 1st Dec 1850,		<hr/> 457

Employed for the State as follows:

PRODUCTIVE, 1ST CLASS.

In stone shop.

Stone cutters 38, blacksmiths 8, 46

On new building.

Carpenters, plasterers and laborers, 34

In stone quarries.

Quarry men, teamsters, blaster, &c., 30

In State shop.

Turners, 1

111

PRODUCTIVE, 2D CLASS.*In State shop.*

Tailors 14, shoemakers 9, weavers 4, winders 5,..... 32

On docks and yards.

Laborers, &c, 16

48**UNPRODUCTIVE.***In kitchen.*

Bakers 3, cooks 2, helpers 14, 19

In hospital.

Sick 7, nurses, cook and waiters 5, 12

In main prison hall.

Whitewashers, waiters, sweepers and lamplighters, 13

In wash-room and stables.

Wash men 4, barbers 4, ostler 1, 9

In shops, warden's house and halls.

Woodsawyers, waiters, &c, 23

Invalids.

In yards, shops, &c., 2

78Total,

694

FEMALE PRISON.

Number of female convicts remaining in prison Dec. 1st, 1849, 78

do do received from courts during the

year ending 30th November, 1850, 29

107

Number of female convicts discharged by expiration during the year ending 30th November, 1850, 28

Number of female convicts discharged by pardon, 3

do do died from sickness, 3

do do escaped, 1

do do sent to Utica State Lunatic

Asylum, 1

36Remaining in prison 1st December, 1850,

71

Average number of female convicts per day, from
1st Dec. 1849, to 1st Dec. 1850, 78

Employed December 1st, 1850, as follows:

Binding hats for Charles Watson, at 20 cents per dozen,	38
Making and mending convict clothing, &c.,	15
Cooking, washing, hall waiters and invalids,	14
Sick and confined in hospital,	4
	<hr/> 71

All of which is respectfully submitted, by

Your obedient servant,

JAMES C. HALE, *Clerk.*

A List of Unsettled Debts, from the Prison Ledger.

Date.	Ledger folio.		Articles.	Amount.
1846 to 1850, ..	224	Henry A. Taylor,	Labor,	\$403 28
1845 to 1850, ..	230	Hotchkiss & Smith,	do,	6,030 73
1846 to 1850, ..	232	Garret Foshay,	Stone,	49 15
1850, ..	238	Newark Lime and Cement Company,	do,	29 00
1843 to 1848, ..	241	Robert Wiltzie,	Labor,	1,521 36
1846 to 1849, ..	245	Henry R. Hubbell,	Labor, &c.,	88 02
1843 to 1849, ..	251	James Horner,	do,	3,828 32
1843 to 1849, ..	256	John Humphries,	Labor and rent,	760 03
1842 to 1850, ..	259	William J. Buck,	Labor,	1,369 12
1843 to 1849, ..	263	William A. White,	do,	27 67
	267	William H. White,	do,	1,263 12
1847, ..	271	James Spencer,	do,	31 69
1847, ..	273	Pompton Iron Works,	do,	53 62
1844 to 1850, ..	274	George E. Stanton,	Stone,	75 92
1845, ..	276	Judson Gilbert,	do,	65
1843 to 1849, ..	277	Naval Hospital,	Bellows nails,	469 08
1844 to 1845, ..	278	Paul McCord,	Stone, &c.,	228 75
1843 to 1843, ..	279	Salmon J. McMaster,	do,	12 25
1843 to 1845, ..	280	Simon M. Tompkins,	do,	23 56
1848, ..	280	Michael Flanelly, (New-York,)	do,	13 41
1846, ..	282	Pierre Van Cortlandt, Junr., balance,	do,	25 00
1849, ..	284	St. Paul's Church, (Sing Sing,)	do,	3 50

A List of Unsettled Debts—CONTINUED.

Date.	Ledger folio.		Articles.	Amount.
1843 to 1846, ..	288	Aaron B. Lockwood, ..	Stone &c., ..	\$14 29
1844, ..	288	Williams & Attwood, ..	Rep'g boiler, ..	5 50
1844, ..	289	Isaac C. Smith, ..	Powder, ..	18 00
1848, ..	289	Charles Lynch, ..	Stone, ..	40 86
1844, ..	294	Stephen Marshall, ..	do ..	2 00
1844, ..	294	Charles Gilbert, ..	do ..	6 50
1844, ..	294	Merritts & Co., ..	Sundries, ..	2 40
1844, ..	296	French Catholic Church, N. Y., ..	do ..	30 28
1850, ..	297	David McCord, ..	Stone, ..	1 81
1845 to 1849, ..	298	Andrew Lewis, ..	Sundries, ..	4 00
1845 to 1850, ..	298	Reuben Quinby, ..	do ..	23 00
1849, ..	300	James B. Swain, ..	Stone, ..	17 21
1846, ..	301	Samuel B. Tompkins, ..	Sundries, ..	10 61
1846, ..	306	Levi Peck, ..	do ..	6 00
1846, ..	306	Jacob Westervelt, ..	Stone, ..	37
1847 to 1849, ..	307	Andrew Wheeler, ..	do ..	5 65
1848, ..	307	Henry Allen, ..	Swill and stone, ..	331 50
1849, ..	308	C. A. Montross, ..	Oxen and stone, ..	62 04
1846 to 1847, ..	309	T. M. Niven, ..	Stone, ..	66 05
1846 to 1847, ..	309	John Orser, ..	Blacksmithing and stone, ..	4 56
1846, ..	310	Dr. Edwards, ..	do ..	1 00
1847, ..	311	Levi Foshay, (dead), ..	Labor, ..	5 74
1847, ..	312	Samuel L. Mott, ..	Stone, ..	9 20

1847, ..	312	Isaac Sherwood,	Stone,	50
1847 to 1848, ..	313	Robert T. Underhill,	do	19 09
1850, ..	315	Albert Lockwood,	do	3 00
1847, ..	315	John Lawrence,	do	4 50
1849, ..	316	State Hall Park, (Albany,)	Coping,	798 60
1850, ..	316	Stephen Shadync,	Stone,	31
1850, ..	317	W. H. Starr & Fellows,	Camphene barrels,	15 00
1849, ..	317	H. B. Northrop, (Washington co.,)	Monument,	1 50
1849 to 1850, ..	330	Grant & Cobb,	Labor,	31 42
1848 to 1849, ..	332	Samuel Taylor,	Labor and stone,	12 45
1849, ..	344	James M. Bard,	Labor,	10 97
1848, ..	346	Isaac Nelson,	Tin,	5 00
1849, ..	347	James Watson Webb,	Stone monument,	5 00
1849 to 1850, ..	347	Abraham Acker,	Stone,	8 00
1849, ..	347	Henry Harris,	do	2 25
1849, ..	347	William Arrison,	do	1 75
1849, ..	252	Martin & Croft,	do	24 99
1849 to 1850, ..	354	Ex. of Joseph W. Brick,	do	33 00
1850, ..	361	Vincent Sherwood,	Labor,	1 50
1850, ..	361	William Lewis,	Stone,	11 26
1850, ..	370	Frederick Vredenburgh,	do	111 81
1850, ..	370	E. Benedict,	do	25
1850, ..	370	Daniel Bailey,	do	5 63
1850, ..	370	William Mills,	do	5 63
1850, ..	370	Mr. Haganan,	do	1 26
1850, ..	376	John Strang,	do	4 00
1850, ..	376	Ludlam & Smith, (Baptist house,)	do	10 94
1850, ..	376	James Carpenter,	do	1 75

A List of Unsettled Debts—CONTINUED.

Date.	Ledger folio.		Articles.	Amount.
1843 to 1846, ..	288	Aaron B. Lockwood,	Stone &c.,	\$14 29
1844, ..	288	Williams & Attwood,	Rep'g boiler,	5 50
1844, ..	289	Isaac C. Smith,	Powder,	18 00
1848, ..	289	Charles Lynch,	Stone,	40 86
1844, ..	294	Stephen Marshall,	do	2 00
1844, ..	294	Charles Gilbert,	do	6 50
1844, ..	294	Merritts & Co.,	Sundries,	2 40
1844, ..	296	French Catholic Church, N. Y.,	do	30 28
1850, ..	297	David McCord,	Stone,	1 81
1845 to 1849, ..	298	Andrew Lewis,	Sundries,	4 00
1845 to 1850, ..	298	Reuben Quinby,	do	23 00
1849, ..	300	James B. Swain,	Stone,	17 21
1846, ..	301	Samuel B. Tompkins,	Sundries,	10 61
1846, ..	305	Levi Peck,	do	5 00
1846, ..	305	Jacob Westervelt,	Stone,	37
1846, ..	307	Andrew Wheeler,	do	5 65
1847 to 1849, ..	307	Henry Allen,	Swill and stone,	331 50
1848, ..	307	C. A. Montross,	Oxen and stone,	62 04
1849, ..	308	T. M. Niven,	Stone,	66 05
1846 to 1847, ..	309	John Orser,	Blacksmithing and stone, ..	4 56
1846 to 1847, ..	309	Dr. Edwards,	do ..	1 00
1846, ..	310	Levi Foshay, (dead,)	Labor,	5 74
1847, ..	311	Samuel L. Mott,	Stone,	9 20
1847, ..	312			

1847,...	312	Isaac Sherwood,.....	Stone,	50
1847 to 1848,...	313	Robert. T. Underhill,.....	do	19 09
1850,...	315	Albert Lockwood,.....	do	3 00
1847,...	315	John Lawrence,	do	4 50
1849,...	316	State Hall Park, (Albany,)	Coping,	798 60
1850,...	316	Stephen Shadyne,	Stone,	31
1850,...	317	W. H. Starr & Fellows,	Camphene barrels,	15 00
1849,...	317	H. B. Northrop, (Washington co.,)	Monument,	1 50
1849 to 1850,...	330	Grant & Cobb,	Labor,	31 42
1848 to 1849,...	332	Samuel Taylor,	Labor and stone,	12 45
1849,...	344	James M. Bard,	Labor,	10 97
1848,...	346	Isaac Nelson,	Tin,	5 00
1849,...	347	James Watson Webb,	Stone monument,	5 00
1849 to 1850,...	347	Abraham Acker,	Stone,	8 00
1849,...	347	Henry Harris,	do	2 25
1849,...	347	William Arrison,	do	1 75
1849,...	352	Martin & Croft,	do	24 99
1849 to 1850,...	354	Ex. of Joseph W. Brick,	do	33 00
1850,...	361	Vincent Sherwood,	Labor,	1 50
1850,...	361	William Lewis,	Stone,	11 26
1850,...	370	Frederick Vredenburgh,	do	111 81
1850,...	370	E. Benedict,	do	25
1850,...	370	Daniel Bailey,	do	5 63
1850,...	370	William Mills,	do	5 63
1850,...	370	Mr. Hagan,	do	1 26
1850,...	376	John Strang,	do	4 00
1850,...	376	Ludlam & Smith, (Baptist house,)	do	10 94
1850,...	376	James Carpenter,	do	1 75

A List of Unsettled Debts—CONTINUED.

Date.	Ledger folio.		Articles.	Amount.
1850, ..	376	Seth Bird,	Stone,	20 96
1850, ..	376	Clark Snow,	Lathe,	51 94
1850, ..	377	Thomas Small,	Stone,	85 80
				\$18,264 85

STATEMENT

Showing the expenditure of one hundred and fifty dollars drawn from the Literature Fund, pursuant to the act passed May 13, 1846, to purchase books for the use of the convicts in said prison.

Title of works.—Purchased of Spaulding & Son & Shepherd.

	No. Vols.	Price per Vol.	Am't.
Land of Sinun,.....	1	32	32
Sama Scenes,.....	1	1 00	1 00
Niles' Expositions,.....	1	45	45
Commandments and Promises,.....	1	60	60
Scenes from Sacred History,.....	1	80	80
Contributions of Q. Q.,.....	1	80	80
Rutherford's Letters,.....	1	1 20	1 20
Lighted Valley,.....	1	60	60
Foster's Essays,.....	1	60	60
Philosophy of Unbelief,.....	1	60	60
Cowper's Works,.....	1	1 00	1 00
Egypt and Book of Moses,.....	1	60	60
Works of Cecil,.....	3	60	1 80
Gospel Sonnets,.....	1	40	40
Bible Illustrations,.....	2	80	1 60
Bible and Geology consistent,.....	1	80	80
Maxims of Infidelity,.....	1	60	60
Memoirs of Lowrie,.....	1	1 37	1 37
Sketches of Virginia,.....	1	2 00	2 00
Lady Colquahoun,.....	1	60	60
Mountains of Bible,.....	1	60	60
Women in France,.....	1	85	85
Somerville's Geography,.....	1	1 10	1 10
Modern Literature,.....	1	75	75
Goldsmith's Works,.....	4	1 00	4 00
Early Conflicts,.....	1	60	60
Family Commentary,.....	1	1 75	1 75
Diary of a Physician in California,.....	1	20	20
Morton Montague,.....	1	60	60

	No. Vols.	Price per Vol.	Am't.
French on Miracles,	1	1 40	1 40
Queens of Spain,	1	1 00	1 00
Headley's Miscellany,	1	80	80
Lights in the Gold Regions,	1	80	80
Physician and Patient,	1	1 00	1 00
Dana's Poems and Prose,	1	1 75	1 75
The Elliott Family,	1	60	60
Alston's Poems, &c.,	1	1 00	1 00
Women of the Revolution,	3	1 00	3 00
Waraga,	1	1 20	1 20
Los Gringos,	1	1 00	1 00
Bible Prayers,	1	35	35
Cuba and the Cubans,	1	60	60
Annals of Scientific Discoveries,	1	1 10	1 10
Geography of the Bible,	1	1 00	1 00
Memoirs of Milnor,	1	1 37	1 37
Life, Health and Disease,	1	40	40
Friendly Revolution,	1	75	75
Stories about Animals,	1	75	75
My Mother,	1	60	60
Persecutions of Madeira,	1	31	31
The Vaudois Church,	1	60	60
Kirke White,	1	1 20	1 20
Pronouncing Dictionary,	1	1 25	1 25
Practical Sermons,	1	1 50	1 50
Hungarian Revolution,	1	60	60
Tom Pepper,	1	70	70
Irving's Mahomet,	1	1 00	1 00
The East,	1	2 40	2 40
Uses and Abuses of Air,	1	75	75
Gossips,	1	80	80
Optimist,	1	60	60
Deck and Port,	1	1 00	1 00
Lake Superior,	1	3 00	3 00
French Revolution,	3	67	2 00
Ireland as I saw It,	1	80	80
Wood's Sketches,	1	80	80
Family Pictures,	1	60	60

	No. Vols.	Price per Vol	Am't.
Catechism Tested by Scrop,.....	1	40	40
Army of the United States,	1	1 50	1 50
Athens,	1	1 00	1 00
Biography of Self-Taught Men,.....	1	80	80
Astoria,.....	1	1 00	1 00
Female Poets,	1	1 25	1 25
Canning's Speeches,	1	1 00	1 00
Catlin's Indians,.....	2	3 00	6 00
Chalmer's Moral Philosophy,	1	56	56
Chamber's Miscellany,.....	8	75	75
Chalmer's Theology,.....	1	1 12	1 12
Chemical Lectures,	1	80	80
Hannah L. Murry,.....	1	1 25	1 25
Pascal's Letters,.....	1	80	80
Closet Library,.....	1	60	60
Lights and Shadows,.....	1	70	60
English Pulpit,	1	1 20	1 20
Domes Portraiture,	1	60	60
Annals of the English Bible,	1	1 50	1 50
Rasselas,.....	1	40	40
Selections from Hall,.....	1	60	60
Morning of Jay,...	1	30	30
Ancient History,.....	4	40	1 60
Gobat's Abyssinia,.....	1	1 00	1 00
Value of the Soul,.....	1	45	45
Mercy Seat,	1	1 00	1 00
Fireside Miscellany,.....	1	1 00	1 00
Cyrus the Great,.....	1	50	50
William the Conqueror,.....	1	50	50
Spanish Literature,	3	5 00	5 00
Marie Antoinette,.....	1	50	50
Wonderful Invention,	1	60	60
Cosmos,	1	1 40	1 40
Wilmington,.....	1	20	20
Ancient and Modern Geography,.....	1	1 20	1 20
Extraordinary Delusions,	1	1 70	1 70
The Convict Ship,.....	1	50	50
Tom Thumb,	1	40	40

	No. Vols.	Price per Vol.	Am't.
Lynchs' Dead Sea,	1	2 50	2 50
Memoirs of Wirt,	1	1 25	1 25
Memoirs of a Hungarian Lady,	1	85	85
Christian Fathers at Home,	1	44	44
Nott's Counsels,	1	40	40
Czar, (The)	1	80	80
Dowling's Romanism,	1	2 00	2 00
Story of Grace,	1	28	28
Night of Weeping,	1	28	28
Christ on the Cross,	1	60	60
Anne Boyleryn,	1	1 10	1 10
Life of McCheyne,	1	1 25	1 25
Parley's Cabinet Library,	20	35	7 00
Alderbrook,	2	60	1 20
Amy Herbert,	1	65	65
Memoirs of Payson,	1	40	40
Forest Life,	1	1 37	1 37
Scott's Scotland,	1	1 00	1 00
Bancroft's United States,	2	2 50	5 00
Life of Leigh Richmond,	1	75	75
New Home,	1	88	88
Greenwood Scenes,	1	1 00	1 00
Domestic History of the Revolution,	1	84	84
Chalmer's Voyages, &c.,	1	56	56
			<hr/>
			\$148 75
Box and cartage,			1 25
			<hr/>
			\$150 00
			<hr/> <hr/>

WARDEN'S REPORT.

SING SING PRISON, }
Dec. 2nd, 1850. }

To the Inspectors of State Prisons:

Gentlemen—I herewith present you with a brief statement of the matters connected with the police department of this prison.

Number of male convicts remaining in prison Dec. 1st 1849,	672
do do do received from courts during the	
year ending 30th November 1850,	228
Total,	<u>900</u>

Number of male convicts discharged by expiration of sentence, during the year ending 30th Nov. 1850, ..	153
Number of male convicts discharged by pardon,	15
habeas corpus,	1
(shoemakers) transferred to Auburn	
Prison,	17
died by sickness,	15
drowned,	1
drowned in attempting to escape, ...	1
accidently killed,	1
escaped,	1
sent to Utica Lunatic Asylum,	1
	<u>206</u>
Remaining in prison 1st Dec. 1850,	<u>694</u>

By table No. 3, hereunto annexed, it will appear that of the convicts received at this prison during the past year, but twenty are commitments, seventeen on a second conviction, and three on a third, which is about one half the number received on a second and third conviction the previous year.

The care and anxiety incident to my office, have been greatly increased during the past year, on account of the disastrous fires which occurred in February and August last which, destroying nearly all the work shops, threw more than half of the convicts out of regular contract employment.

A change of employment or any considerable departure from the usual course in the management of these men, is detrimental to discipline, and frequently excites a spirit of insubordination accompanied with attempts to escape.

The opening of the Hudson river railroad directly through the prison yard, the passing of some fourteen trains of cars daily within a few feet of the prison, and the constant influx of laborers and strangers through that avenue, have added unceasing care and perplexity to the warden's position, by affording new facilities for escape.

The reconstruction of the shops in a far more spacious and substantial manner, and the return of the convicts to contract labor, removed some of the difficulties here complained of, but those arising from the railway must remain, becoming more and more embarrassing to the officers, multiplying the number of escapes, and producing confusion in the prison, until the erection of a protection wall between the railroad and the prison buildings shall be effected.

I have reason to believe that both the fires which occurred here during the year, were the work of incendiary convicts. The origin of that which occurred in February remains in doubt, and I am unable to fasten it upon any particular individual. The burning of the north wing in August last has been traced to one or more convicts so clearly, that one of the parties has confessed his guilt, and is now under an indictment for the arson.

The trial of this case will expose the fact that this is one of the results of contractors, or their agents, or foremen, interfering with the discipline, and trading and trafficking with convicts.

I have the evidence that a foreman employed by a contractor in that wing, had introduced unlawful and forbidden articles to a convict, and was under an engagement to bring in a still larger amount, including matches and money, when the plot was discovered. For-

tunately for the prison that contract is now discontinued, and the obnoxious individual alluded to will not again be permitted to enter the prison.

During the year we have completed the new edifice for messroom, chapel, hospital and cookroom, procured the necessary apparatus, furniture and table materials, and every department of this important and extensive addition is now in successful operation.

We have also built, or rebuilt the north wing, four stone shops, each 210 feet by 40 inside, one frame building 100 by 30 feet, and added a second story to a stone building 100 by 40 feet. All these stone buildings together with the male and female prisons, the north and south wings, and the warden's house, have been covered with slate, excepting two of the shops which were put up before slate could be obtained, which were covered with galvanized iron and tin.

The new workshops for commodiousness, durability, and safety from fire are not excelled by any I have seen, and although the loss of time in convict labor, and the cost of materials have seriously affected the resources of the prison for the past year, yet their improved condition, and the opportunities they afford for more extensive operations hereafter, will, in the end, prove a saving to the State.

We have also constructed several engine houses, and are now putting up an addition to the north wing 85 feet in length, to be used as a saw factory, and another building on the newly made ground, north of the present shops, 30 by 50 feet for manufacturing shooks, both of which are of stone.

When these are completed every convict in the prison, not required for state purposes, in cooking, making clothing &c., can be placed upon contract labor, and then this prison will readily furnish its own support.

The stone quarries have been found useful and convenient in supplying materials for the new buildings, but another year's experience confirms my previously expressed opinion, that they can never be made profitable. The doubtful character of the stone, and the strong prejudice existing among laborers and mechanics against the production of convict labor, have impaired the value of the article in the market, while the annual expenses of keepers, guards, teams

and tools, feed, powder &c., show a loss to the prison over all the receipts from stone work for the past ten years.

Should the Legislature authorize the construction of a wall around the prison buildings, the necessity for which is every day becoming more apparent, these quarries would supply the materials.

We commenced using our mess room about the middle of September, much to the satisfaction of contractors and convicts, for while the former receive an additional hour and a quarters' work from each convict, the latter enjoy warm meals spread upon a clean table, at which they are seated together like rational beings. The chaplain attends and supplicates a blessing at the table, and the time allotted to their meals is marked by order and decorum.

The introduction of this system, however, has imposed severe duties and privations upon the officers. The prison is opened at day light, when every officer must be present to take charge of his men, or his guard post. The police force cannot be weakened while the prisoners are out; thus the officers are constantly on duty, while the prison is open, only obtaining a few moments relief to eat a cold cut they bring with them. To afford the necessary relief I have been compelled to employ additional police force, which was sanctioned by the Inspector in charge, and I can see no remedy for this state of things, except by erecting a proper wall, which every prison should have, and which this more than any other requires, since the railroad was constructed through the prison grounds.

I am peculiarly gratified with the order and faithful performance of labor, manifested by the convicts generally during the past year.

Among so many whose moral and intellectual perceptions are not of the highest order, it is sometimes necessary to resort to punishment, to enforce submission and obedience to the rules of the prison. Since my last report I have been obliged to inflict the following punishments:

By showering,	108
confinement in dark cell,	99
showering and shaving the head,	16
shaving the head only,	8
the yoke,	3
Total number of punishments the past year,	<u>234</u>

The privileges of education, the supply of new and interesting books, the abolition of the cat, and the introduction of the table system, have had a salutary influence upon the conduct of the prisoners.

It may excite surprise in some that so many convicts should be brought into good discipline, and incur so small a number of light punishments, when under a former system five times the number of punishments inflicted by the lash hardly sufficed to keep them in subjection. To me the reason is obvious: convicts have like passions and feelings with other men, and there are but few men in any condition of life, who will not sooner yield to a gentle reproof than to a heartless denunciation.

A committee of the Prison Association of New-York, have, during the past year, called at the prison two or three times, claiming the right to visit, inspect and examine the prison, and to converse with and examine the convicts unattended by an officer of the prison.

I respectfully declined acceding to their request, but as on a former occasion, I offered to show them every part of the prison, all books and papers appertaining thereto, and to permit them to converse with and examine the convicts, (one or all,) but insisted that such interview must be had in my hearing.

There is not a circumstance or fact connected with the prison since I have had charge of it, which I should not be glad to have them in possession of, but personal conversation between citizens and convicts has an injurious effect upon discipline, and while I am responsible for that discipline, and the safe keeping of the convicts, I shall, as far as possible, prevent all communication between them and citizens; but should the time arrive when a committee of an association, or any other set of men, are permitted to come here, take the keys, go among the convicts and do and say what they choose, you may expect a resignation of the office I now hold.

For information upon various subjects connected with the police department, I would respectfully refer you to the tabular statements hereto annexed.

In conclusion, I desire to tender my thanks to the Inspectors for their counsel and advice, and to express my obligations to the officers for maintaining order and discipline, and seeking to promote the welfare of the prison.

I am, respectfully,

EDWD. L. PORTER,

Warden.

TABLE No. 1.

Convicts received during the year ending the 30th of November, 1850, showing the crime of which they were convicted.

Grand larceny,.....	87
Burglary,.....	66
Attempt to commit burglary,.....	6
Assault with intent to rob,.....	2
Attempt to rob,.....	1
Arson,.....	5
Attempt to commit arson,.....	1
Mayhem,.....	1
Petty larceny, 2nd offence,.....	6
Receiving stolen goods,.....	2
Bigamy,.....	4
Forgery,.....	11
Rape,.....	2
Robbery,.....	12
Assault with intent to kill,.....	5
Assault with intent to commit a rape,.....	1
Manslaughter,.....	6
False pretences,.....	2
Perjury,.....	2
Carrying a slung shot,.....	2
Assisting to break jail,.....	1
Assault with a dangerous weapon,.....	3
Total,.....	<u>228</u>

TABLE No. 2.

Terms of sentence.

For 1 year, and under 2,	2
2 years, do	87
2 do do 3,	30
3 do do 4,	34
4 do do 5,	10
5 do do 6,	28
6 do do 7,	3
7 do do 10,	9
10 do do 12,	19
12 do do 15,	2
15 do do 20,	2
20 do do 25,	2
Total,	228

TABLE No. 3.

Commitments and re-commitments.

Under sentence of first conviction,	208
Second time committed,	17
Third time committed,	3
Total,	228

TABLE No. 4.

Age.

16 years and under 17,	1
17 do do 18,	9
18 do do 20,	41
20 do do 25,	73
25 do do 30,	41
30 do do 40,	35
40 do do 50,	19
50 do do 60,	4
60 do do 70,	4
70 do do 80,	1
Total,	228

TABLE No. 5.

Color.

White,	182
Colored,	46
Total,	<u>228</u>

TABLE No. 6.

Habits.

Temperate,	151
Intemperate,	77
Total,	<u>228</u>

TABLE No. 7.

Nativity.

Natives of the United States.

New-York,	82
Pennsylvania,	13
New-Jersey,	8
Massachusetts,	2
Connecticut,	7
Maine,	2
Virginia,	4
Maryland,	5
Rhode Island,	1
District of Columbia,	3
Louisiana,	1
Vermont,	2

Foreigners.

England,	18
Wales,	1
Ireland,	42
Germany,	17
Canada,	7
Scotland,	2

France,	1
West Indies,	3
Prussia,	3
Italy,	3
At sea,	1
Total,	<u>228</u>

TABLE No. 8.

Counties where convicted.

New-York,	160
Kings,	20
Dutchess,	3
Albany,	3
Queens,	4
Westchester,	9
Orange,	4
Rockland,	1
Columbia,	7
Suffolk,	1
Rensselaer,	7
Greene,	7
Putnam,	1
Ulster,	1
Total,	<u>228</u>

MATRONS REPORT.

FEMALE CONVICT PRISON, }
Sing Sing, Dec. 2nd, 1850. }

To the Inspectors of State Prisons:

Gentlemen—In obedience to custom, I herewith present you with a brief statement of the affairs of this prison during the past year.

I am much gratified to be able to state that the general health of the convicts since my last report, has been unusually good, no epidemic having prevailed, and but few cases of ordinary complaints occurred.

Notwithstanding this favorable sanitary condition, we have had to record three deaths. Matilda Burns, a white woman, died of consumption on the 2nd day of July last. She was convicted in Rochester and sent to this prison in November, 1848, being then forty-two years of age, and as I am informed, in poor health. Sarah Allen, a colored woman, was received here in May last, from the city of New York, evidently laboring under the influence of diseased heart and lungs, of which she died on the 31st of July. Deborah Willard, a white woman, 55 years of age, who was convicted in Westchester county, in 1846, has been confined to the hospital, and suffered from paralysis for two years past, and on the 18th of September, apoplexy intervened and produced her death.

The number of convicts remaining in prison December 1st, 1849 was seventy-eight. During the year ending Nov. 30th 1850, twenty nine have been received, twenty-eight discharged by expiration of sentence, three by pardon, three have died, one escaped, and one was sent to the Lunatic Asylum, leaving seventy-one in prison at this date.

The present occupation of these convicts is as follows :

Binding hats for Charles Watson at 20 cts per dozen,	38
Making and mending convict clothing,	15
Cooking, washing, hall waiters, and invalids,	14
Sick and confined in hospital,	4
	<hr/>
Total.	71
	<hr/>

The contract for manufacturing buttons, upon which a portion of the convicts were employed, was abandoned on the first of May last, and hat trimming more extensively introduced. I am much gratified with this change of employment, as the latter is more suitable for females, more conducive to health and exerts a happy influence upon their feelings and conduct.

Owing to the fire in the male prison in February last, by reason of which the manufacture of hats was interrupted, we were for some time without that kind of work, nor have we had enough generally to occupy all the women I would be glad to devote to it. As this is our only contract labor, the deficiency of which I have spoken, although the convicts were engaged at other employment for the State, materially lessens the amount of their earnings, I am informed that a contemplated extension of his business by the hat contractor, will remedy this evil and supply the prisoners with full employment, in which case, I am sanguine that their earnings will be more commensurate with the expenditures for their support.

The earnings of this prison during the past year, exclusive of the labor of convicts employed in making clothing &c., amounts to \$2,631.37. Of this sum the button contractor paid \$484.00, and the hat contractor paid \$2,147.37. This is the largest sum which has ever been realized from female convict labor, in any one year, and when the embarrassments we have had to contend with are considered, it may reasonably be anticipated that under more favorable circumstances, and with uninterrupted productive employment, the revenue arising from the labor of these convicts will become an important item.

The removal of the convicts from the prison hall to the workshop during working hours, has relieved the prison from much noise and confusion, as well as from the unwholesome atmosphere in the cells which was generated by the constant presence of so many immediately under them.

The Inspectors are probably aware that the space allotted to chapel services is too circumscribed to accommodate with seats, at all times, all those who would attend, and at the same time keep the convicts under the eye of the chaplain, and the matrons on duty.

I have thought that movable seats might be arranged in the south hall, where these services could be performed with much more satisfaction to the chaplain and his hearers, and where all could be accommodated.

In case the above suggestion should be adopted, the space now occupied as a chapel, could, at a trifling expense be converted into two or more rooms, in which convicts who were noisy and turbulent, or those who might be laboring under nervous debility, so as to render it improper for them to mingle with the others, might be safely and comfortably lodged.

Rooms of this description, constructed within the prison have been much needed at all times, as those erected in the yard, place the convicts beyond the observation of the officers, are unsafe, and have already enabled two or more to escape.

The teacher employed to instruct the convicts in this prison has been diligent and faithful in the performance of her duty, and a general proficiency among them is perceptible. Many who came to the prison with their education totally neglected, can now read and write and they manifest a desire for further improvement. Should no other benefits arise from the law authorizing the employment of prison teachers, those I have witnessed here will amply repay the labor and expense. For further information in regard to the school, I would refer you to the following letter from the teacher.

SING SING, Dec, 2d, 1850.

Mrs. A. M. DODGE, *Matron of Female Prison*:

Dear Madam,—The duties which have devolved upon me as a teacher in this prison, I have endeavored to perform in such manner as to impart lasting benefit to those whom you have placed under my instruction.

The number who have been classed as pupils during the year will average thirty five. At one time my scholars numbered upwards of forty, but the frequent changes in the prison by expirations of sentence, and the fickleness of some of those who enter the class reduced the average to the former number.

Upwards of sixty have received more or less instructions, but some, owing to advanced years or mental incapacity, failed in making sufficient improvement to warrant their inclusion with the class. I have confined their studies to spelling, and writing, deeming these the most useful branches for females of their station in life. In these studies more or less proficiency has been made, and in several instances those who were entirely ignorant of the alphabet when they entered the prison, can now read understandingly, and are among the most attentive of the Sunday school scholars. Some of this description have left the prison within a few months past, not only with improved minds and morals, but I have reason to hope, with firm resolves to lead better lives.

Much improvement has been made in writing, and several who never before attempted to acquire the science, can now write legible hands.

I have devoted from one and a half to two, and sometimes three hours each day, except Saturdays and Sundays, although for causes beyond my control, the class has sometimes been greatly reduced in numbers, I have yet found them so anxious to learn, and have observed such substantial improvement in a majority of those under instruction, that I have felt great encouragement to persevere.

Permit me, dear madam, through you, to make my acknowledgments to the Inspectors, for their confidence and kindness in committing to me this interesting charge, and be pleased to accept for yourself my sincere thanks for your many acts of friendship.

Very respectfully yours,

HARRIET SPENCER.

Although after a year's experience, I regret to say that I cannot see the evidences of moral and religious reformation among these persons, which all desire, and some I think, too sanguinely expect to witness, yet the advancement which several of the younger class are making in mental culture, affords a reasonable ground for hope that by enlightening and expanding their minds and affording them new and rational sources of edification and amusement, they will come to look upon crime with less indifference and ultimately to live honest and upright lives. My hopes of this desirable end have been strengthened by the general and undivided attention which nearly all have manifested in the exercises of the Sabbath school. I cannot speak of this branch of our prison management in terms too flattering, and it appears to me that I have witnessed improvement, on the part of some convicts, which cannot fail to exert a beneficial influence upon their characters and conduct after they leave the prison. In this department I have received the aid of the assistant matrons and Mrs. E. L. Porter. The latter has devoted a part of each Sabbath during the past year, to this interesting duty, and her excellent method of instruction, and her devotion to the welfare of these erring, but for the most part, friendless and neglected women, entitled her to my highest commendation, and to the thanks of all who feel an interest in their reformation.

The discipline of the prison, as far as I may be permitted to judge, has been good, especially since the manufacture of buttons was abandoned.

During the year I have inflicted fifty-one punishments, a large majority of which have been of a trifling character, scarcely exceeding a rebuke, and the entering the name of the offenders on the diary for infractions of the rules. Locking the offenders in a dark cell, placing them in a solitary ward removed from their companions, and sending them to their rooms without their suppers, are the severer punishments I have inflicted. I have been compelled on different occasions to place three women in straight jackets, when by yielding to their ungovernable tempers they no longer regarded the authority of the matrons and in their violence became dangerous to others.

By examining the diary I find that these severer punishments have all been inflicted upon the same convicts, not exceeding ten in number, while the remainder have conducted themselves with decorum,

and generally have manifested an earnest desire to observe the rules and merit the approbation of the officers.

Among these convicts, there too frequently will be a few possessing bad and ungovernable tempers, who have never been accustomed to discipline their minds or to control their passions; others, from mental or bodily infirmities, are peevish, cross and quarrelsome. It is such convicts and only such, who disturb the peace and harmony of the prison, and fill up the punishment records. The construction of the rooms to which I have before alluded, would afford us great relief in the management of this class of convicts, as an occasional seclusion from their companions where they could perform their daily tasks, would prevent confusion, and exert a happy influence upon their own conduct in future.

In the performance of my duty I have been actuated by the single desire to observe the injunctions of the law, and to enforce the rules and regulations adopted by the Board of Inspectors, in such manner as to command willing obedience, and to ensure the moral and personal welfare of those you have committed to my charge. How well I have succeeded I must leave to you and others, who are more impartial, and better experienced than myself, to determine.

Respectfully, your obedient serv't,

A. M. DODGE, *Matron*.

The following statistical tables of the female convicts, are extracts from the prison registers to December, 1850.

<i>Nativity.</i>		
Natives of the United States, (white,)	.....	19
do do (colored,)	.....	9
do Ireland,	.....	30
do Germany,	.....	4
do England,	.....	3
do France,	.....	2
do Canada,	.....	3
do Switzerland,	.....	1
Total,		<u>71</u>

Age of prisoners when convicted.

15 and under	20,	11
20	do 30,	45
30	do 40,	13
40	do 50,	1
50	do 60,	1
Total,		<u>71</u>

How often committed.

1st time committed,	65
2nd do	6
Total,	<u>71</u>

Counties where convicted.

New-York,	29
Albany,	2
Dutchess,	1
Queens,	2
Richmond,	1
Oneida,	1
Schoharie,	1
Onondaga,	4
Kings,	6
Orange,	1
Rensselaer,	1
St. Lawrence,	1
Saratoga,	1
Monroe,	7
Niagara,	1
Chemung,	1
Erie,	9
Seneca,	1
Chenango,	1
Total,	<u>71</u>

CRIMES.

1. *Against the person.*

Assault to kill,	1
Accessory to commit rape,	1
Manslaughter,	2
Perjury,	1
Stealing a child,	1
Poisoning,	2
Abduction,	2

2. *Against property.*

Grand larceny,	34
Burglary,	6
Robbery,	1
Forgery,	2
Petty larceny, 2d, 3d and 4th time,	15
Counterfeiting,	1
Arson,	2

Total, 71

Occupations previous to being arrested.

Servants and waiters,	27
Pedlars,	1
Cooks,	3
Basket maker,	1
Housework,	15
Prostitutes,	11
Thief,	1
Teachers,	1
Dress-makers,	5
No occupation,	6

Total, 71

Terms of sentences.

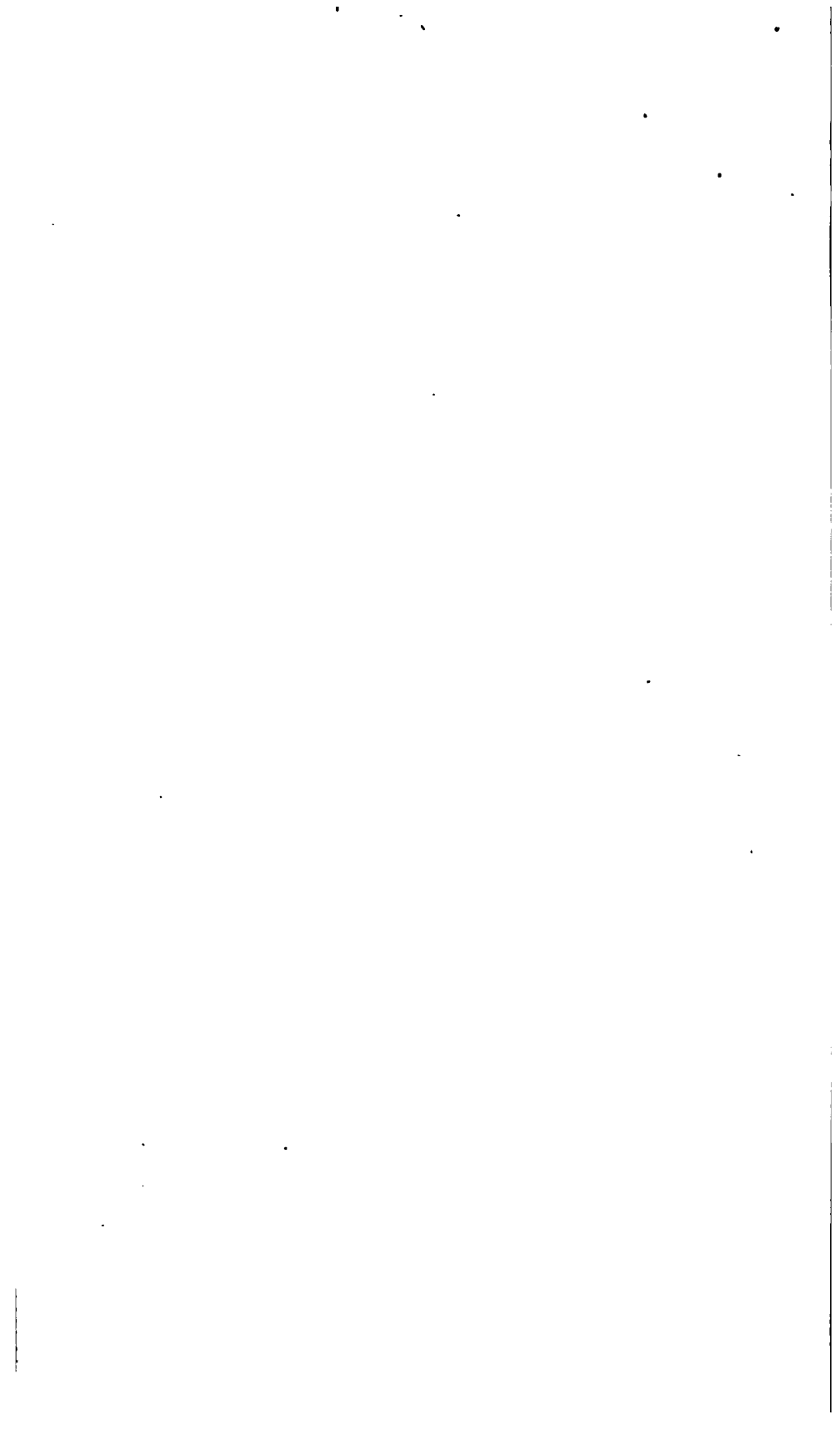
For 2 years and under 3,.....	39
3 years and under 4,.....	10
4 years and under 5,.....	3
5 years and under 6,	13
6 years and under 7,	1
7 years and under 8,.....	1
10 years and under 11,	4
Total,.....	<u>71</u>

Degree of instruction.

Could read and write,.....	29
Could read only,.....	17
Could neither read or write,.....	25
Total,.....	<u>71</u>

Social habits.

Married,	35
Unmarried,	36
	<u>71</u>
Temperate,	19
Intemperate,	52
	<u>71</u>



PHYSICIAN'S REPORT.

SING SING PRISON, {
September, 1850. }

To the Inspectors of State Prisons:

Gentlemen,—It affords me great pleasure to report, that the Sing Sing prison has, by a merciful providence, been exempt, during the past year, from the ravages of any epidemic, the diseases being only such as are common to the different seasons, which, by the timely application of remedies, have been rendered very slight, or conducted to a favorable termination; and such chronic complaints as are consequent on a life of dissipation and debauchery, or induced by the late system of taking convicts from their labor, while in a high state of perspiration, into cool, and often damp cells, to eat their meals and spend an hour subject to chills. This fertile cause of disease we hope will be obviated by the recent introduction of the table system of feeding.

The new cook room, with its improved apparatus for cooking, affords very great facilities for cooking food, and with the table system, will prove a great source of economy, and no doubt promote the future health of the prison.

The new hospital, a room about 60 by 80 feet, well ventilated by means of ventilators constructed in the key of the arch through the entire length of the room, and by several open chimneys on either side, was not ready for the reception of the sick until July, when, on account of the heat in the old hospital, a more capacious and airy room was greatly to be desired and highly appreciated.

For a condensed view of the sanitary condition of this prison, allow me to refer you to the annexed statistical tables.

It will be seen that the whole number of deaths from disease dur-

ing the past year, in the male prison, is seventeen; two were drowned and one killed by the bursting of a grind stone, making a total of twenty. In the female prison there were three deaths and one birth.

In compliance with the statute, I have examined all the provisions provided by Mr. Booth, the agent, and found them generally of excellent quality. I think I have not heard a convict complain of bad food since the agent has supplied the provisions.

The discipline in the male and female prisons was never more judicious and effective than at present.

Appreciating the trust reposed in me by your honorable board, and conscious of having merited your approval in the discharge of the arduous duties of the medical department,

I remain, gentlemen,

Your obedient servant,

W. H. BELCHER, *Physician.*

SIN SING PRISON HOSPITAL, }
September 31st, 1850. }

EXHIBIT

Of the number of applications for medical treatment, number not prescribed for, and number exempt from labor, with the average number daily employed in each department, together with the number admitted into hospital, and total deaths for the year ending 30th September, 1850.

Nature of Employment.	No. of applicants for medical treatment.	No. of applicants not prescribed for.	No. of applicants exempt from labor.	Average No. employed per day.	No. admitted in hospital.	No. died in hospital.	No. of accidental deaths.
On State work,	4,434	625	520	331	55	9	2
" Hat contract,	1,507	244	253	65	14	1	
" South tapestry do . . .	47	3	11	2	1		
" South weave do, . . .	206	23	34	23	3		
" Cabinet do,	60	5	6	1	2		
" Middle weave do, . . .	1,047	167	144	50	9	2	
" Brass do,	1,466	195	276	74	9	2	
" Machine do,	319	38	21	20	4	1	
" File do,	1,937	358	474	96	22	2	1
" Lime do,	513	75	71	33	7		
Total,	<u>11,536</u>	<u>1,733</u>	<u>1,813</u>	<u>695</u>	<u>126</u>	<u>17</u>	<u>3</u>

State of health of convicts received during the year ending 30th September, 1850.

In good health,	114
In indifferent do,	108
In bad do,	13
Diseased, (venereal,)	11
Total,	<u>246</u>

State of health of convicts discharged during the year and their comparative state of health on reception.

Received in good health,.....	140
do indifferent do,.....	44
do bad, do,.....	9
	<hr/>
Total,.....	193
	<hr/>

Discharged in good health,.....	117
do indifferent do,.....	39
Dead,	20
Sent to Auburn,.....	17
	<hr/>
Total,.....	193
	<hr/>

MALE PRISON.

From 1st October, 1849, to 30th September, 1850, (inclusive.)	Daily pre- scriptions per m'th.	Not pre- scribed for per month.	Exempt from labor per month.	Upon hos- pital diet per month.	No. on cot per month.
October,	808	122	153	942	292
November, . . .	840	110	156	793	282
December, . . .	785	123	137	847	345
January,	930	134	159	771	382
February,	738	117	100	440	328
March,	1,090	158	109	582	390
April,	1,085	173	163	646	620
May,	1,031	148	156	434	393
June,	803	138	101	419	250
July,	1,032	215	165	549	177
August,	1,427	189	224	909	426
September, . . .	967	115	190	368	327
Totals, . . .	11,536	1,733	1,813	7,700	4,112
Average totals,	31 $\frac{2}{3}$	4 $\frac{2}{3}$	4 $\frac{2}{3}$	21 $\frac{2}{3}$	10 $\frac{2}{3}$

FEMALE PRISON.

From 1st October, 1849, to 30th September, 1850, (inclusive.)	Daily pre- scriptions per month.	Not pre- scribed for per month.	Exempt from labor per month.	Upon hos- pital diet per month.	No. on cot per month.
October,	100	13	.....	206	31
November, . . .	136	15	.....	218	42
December, . . .	213	26	.....	232	35
January,	201	16	.....	234	97
February,	158	13	.....	184	61
March,	141	13	.....	165	65
April,	125	6	.....	149	57
May,	129	10	.....	173	95
June,	116	16	.....	200	120
July,	158	15	.....	124	95
August,	158	15	.....	162	118
September, . . .	126	8	.....	164	93
Totals,	1,761	166	.....	2,211	909
Average totals,	4 $\frac{2}{3}$	1 $\frac{2}{3}$	.....	1 $\frac{2}{3}$	2 $\frac{2}{3}$

AN EXHIBIT

Of convicts deceased in the male and female department of Sing Sing Prison, for the year ending Sept. 30, 1850.

NAMES.	Color.	Age.	Habits of life.	Reception in Prison.	Health on reception.	Occupation in prison.	Admission in Hospital.	Description of disease.	Date of death.
Manual Bermudez.	col'd	27	Temperate,	July 19, 1845,	Unknown,	State work,	Sep. 12, '49,	Consumption,	Nov. 5, '49.
John Yates,.....	do	25	Intemperate,	Ap'l 26, 1849,	Sub. to per. fits Ins.	do	Oct. 3, '49,	do	Nov. 23, '49.
John Jones,	white	23	Temperate,	Dec. 27, 1843,	Good,	Brass shop	Aug. 16, '49,	Cons. follow. gun shot wound through back	Dec. 1, '49.
Sidney H. Patrick,	do	23	do	Mar. 21, 1845,	Unknown,	State work,	Sep. 18, '49,	Consumption,	Dec. 8, '49.
Henry Sampson,...	col'd	25	Intemperate,	Dec. 19, 1849,	Scroph's and cons.	Sick list time	Dec. 21, '49,	Scrofula and Cons.	Jan. 21, '50.
Michael Dunn,....	white	27	Temperate,	May 25, 1846,	Diseased lungs,	Weave shop,	Ap'l 24, '49,	Consumption,	Feb. 7, '50.
Carl L. O'Linskey,	do	60	Intemperate,	Oct. 6, 1847,	Good,	State work,	Mar. 27, '49,	Old age and diarrhoea,	Mar. 28, '50.
Benjamin Taylor,	do	35	do	Sep. 21, 1847,	Good,	File shop,	Dec. 19, '49,	Consumption,	Ap'l 4, '50.
William Flanagan,	do	22	do	Dec. 16, 1847,	Deb. from ship fer.	Stone shop,	Nov. 21, '49,	do	Ap'l 18, '50.
Jason Freeman,	col'd	24	Temperate,	Sep. 19, 1849,	Consumption,	Brass shop,	Feb. 28, '50,	Tubercular cons.,	Ap'l 29, '50.
Robert Brown, ...	do	26	Intemperate,	Ap'l 6, 1841,	Unknown,	Carpenter,	Ap'l 12, '50,	Consumption, &	May 13, '50.
George Miller,.....	white	21	do	May 22, 1849,	Good,	Weave shop,	Ap'l 23, '50,	Frac. skull by conv self defence,	May 20, '50.
William Miller,....	col'd	34	do	May 25, 1844,	Good,	Stone shop,	May 25, '50,	Hy of left ventricles ht,	May 23, '50.
Barney Smith,.....	white	38	do	Mar. 20, 1845,	Unknown,	Quarry,	May 1, '50,	Consumption,	May 31, '50.
Joan Brown,.....	do	22	Temperate,	June 20, 1849,	Good,	File shop,	Ap'l 23, '50,	Droopy and Cons.	June 26, '50.
Edward Curtiss,...	do	23	Intemperate,	Sep. 25, 1845,	Invalid,	Hat shop,	Aug. 17, '50,	Marasmus,	Sept. 19, '50.
William Wilson,...	col'd	25	do	July 25, 1845,	Good,	Weave shop,	Sep. 23, '50,	Consumption,	Sept. 23, '50.
FEMALE DEPARTMENT.									
Matilda Burns, ...	white	44	Unknown,	Nov. 10, 1848,	Indifferent,	Weave shop,	Nov. 18, '49,	Consumption,	July 2, '50.
Sarah Allen,.....	col'd	28	Temperate,	May 14, 1850,	Dis'd h't and lungs,	do	July 21, '50,	Dis'd heart and lungs,	July 31, '50.
Deborah Willard,...	white	55	do	Ap'l 24, 1846,	Subject to fits,	do	Feb. 4, '50,	Par's. 2 y's stand. apoc.	Sep. 18, '50.
CASUALTIES.									
Wm. Van Alstyne,	col'd	23	Unknown,	June 26, 1847,	Good,	File grinder,	Feb. 4, 1849,	Killed by burst'g s. stone	Dec. 3, '49.
James White,.....	do	27	do	Feb. 8, 1849,	Imperfect,	Stone shop,	do	Drowned,	July 26, '50.
Charles Healey,....	white	17	do	July 16, 1847,	Good,	do	do	do in at. to escape,	Sept. 6, '50.

CHAPLAIN'S REPORT.

SING SING PRISON, {
Dec. 2, 1850. }

To the Inspectors of State Prisons :

Gentlemen—The routine of duties required by law and custom remaining unchanged from year to year, will necessarily cause some degree of sameness in an annual report of labors. A detail of incidents, daily occurring, would indeed give variety enough. And it would not be uninteresting, in proper circumstances, to narrate and hear an account of the conversations had with individuals ; and to observe the diversity of moral and religious sentiment and feeling developed by such a heterogeneity of mind and moral sense as is found among so many convicts of all classes, grades, and characters. But such a detail would be out of place in a summary report. .

I have, during the year past, as heretofore, preached twice on the Sabbath—once in the male, and once in the female prison ; attended a third service in the hospital, and spent two or three hours in walking the galleries, and conversing with the inmates at the doors of their cells. The time spent in actual and fatiguing labors on the Sabbath is about seven hours. This I find sufficiently exhausting.

On the 9th of December last, we entered the new chapel. It is a spacious room, 85 by 60 feet within the walls, and without galleries, and is capable of seating 1,000 men. In respect to size, convenience, comeliness, and sound, it is far superior to the old one. No external accommodations are lacking for the publishing of the gospel of salvation to these perishing hundreds. And that gospel is published with all plainness and simplicity every Lord's day.

But all these things will avail nothing towards securing the grand end of preaching, without the special presence and power of the

Divine Spirit. And this agency, I have reason to believe, has not been altogether withheld. There are a few who seem to give evidence of having had created in them a new heart and a new spirit. And what fruits may yet grow from the seed of the word here sown, the future must reveal. I should be sorry to suppose that no other good was to be looked for from the means of grace, here enjoyed, than that which immediately appears.

I am happy to say that all my ministrations, both public and private, appear to be kindly and thankfully received. I have never met with anything like rudeness or insolence, although I have frequently had occasion to administer reproof, and give counsel in conflict with the convict's cherished feelings and inclinations. I find them, with rare exceptions, very accessible, and free to communicate the state of their minds, and willing to receive advice. No doubt, this submissiveness and pliancy of disposition is to be attributed, in great part, to the state of discipline in the prison, which, while it is firm and impartial, is eminently humane. Hence the inference is, that a rigid and humane discipline, whilst it is on every account indispensable, is conducive to the convict's own moral improvement. And another item of reward for such a discipline is the convict's own present comfort. For even those who have heretofore always been disorderly, turbulent, and unrestrained in their habits, feel vastly more comfortable in being compelled to submit to order, than they would under a contrary regimen. Impressed with the truth of these sentiments, as well as from an obvious sense of duty, I have ever aimed, in all my intercourse with the convicts, to sustain the discipline of the prison.

The writing and despatching of letters for the convicts continues to occupy much of my time. Since the last report, 303 convicts including those in both prisons have written letters to their friends, and the whole number of letters written is 477. A great many of these letters, probably as many as two thirds, contain, besides communications on domestic affairs, urgent regrets and plans for procuring pardons. Every one seems to think that there is something peculiar in his case,—either his innocence, which is often averred, or some modifying circumstances, which entitle him to expect Executive clemency. And their hopes and expectations, though seldom realized, as facts show, have a favorable operation upon the mind of the convict, by barring out gloom and depression of spirits, and by keeping up a

sort of fellowship, though only in thought, with friends and social life. And although it is true, that hope deferred maketh the heart sick, yet even this sickness may be salutary, or at least, less injurious, than settled despair or stoicism. The letters, with very rare exceptions, shew a very strong domestic attachment, and a lively interest in the movements and vicissitudes of relations and friends, with very buoyant anticipations of affectionate greeting and happy days when the flow of time shall bring parted friends together again. In many of the letters, distinct confession is made of past misconduct, and forgiveness craved,—with ample provisions and resolutions of amendment in all future life.

There have been added to the library of the male prison during the last year, 116 volumes, and to that of the female prison, 71 volumes; making the whole number of volumes fit for circulation in the former 839, and in the latter 434. It might be supposed that the yearly addition of so many volumes would more than supply the waste and loss of the year preceding. But I am sorry to say, that it does not. The books are all collected together every year at the time that the new purchase is made, for the purpose of being repaired and covered anew. This year the number of volumes in the male prison, exclusive of the new purchase is 117 less, and in the female prison 73 less than was reported last year. A good many books I find so torn, mutilated and worn out, as to be no longer fit for circulation, and of a great many that were last enrolled in good condition, no traces can now be found. The mutilation of books is easily understood; but of the entire disappearance of so many volumes I can give no account. The missing books, however, are generally the smaller, cheaper ones, and probably have been wantonly destroyed, or fraudulently claimed by the convicts as their own, and carried out with them.

The new mode of eating breakfast and dinner without going to their cells, is a great curtailment of the convicts' time for reading. Indeed, in short days, the time of unlocking in the morning and of locking up at night is so near the verge of day light and dark, that, except in some few favored locations, they cannot without difficulty, read even a chapter in the bible.

By many of the convicts the books are read with avidity, some cannot read, some are foreigners and cannot read our language, and some, as in other communities, have no taste for reading; so that a

very considerable proportion of the convicts, through one cause and another, derive no benefit from the benevolent provision of a library. Still many are profited, and the advantage that will accrue to themselves and the community by their mental and moral improvement, will more than compensate for the expenditure that provides the means for it. If effectual measures could be taken to keep out of the hands of the convicts all improper and pernicious books, a serious evil would be remedied, for with the most diligent watchfulness, some such books find their way into the prison, and are read with eagerness, to the exclusion of the valuable reading furnished by legislative beneficence.

The schools in both the male and the female prison, are in successful operation. There is nothing very particular to be remarked in regard to the character or progress of the enterprize. The teachers are punctual and faithful in their duties, and are encouraged in their labors by daily evidence that they do not labor in vain. The whole number under instruction in the male prison is 194, 117 of whom are learning to write, 70 are learning to spell; not yet being able to read, except in short sentences of easy monosyllables; and 95 are practicing in the elementary rules of arithmetic. In the female prison the whole number on the list of learners, at present, is 30. Some are more or less irregular in their attendance, especially in short days; and the reason is, the school being taught in working hours, the convicts say they cannot leave their shop until they have performed their daily tasks, which often requires the whole of their time. Of the whole number entered as learners, 22 are writing, 16 of whom had never written before; 23 are reading and spelling, and 2 are learning the alphabet. The most of them seem anxious to learn, though some are fickle and irresolute.

In both prisons, the progress made is slow, as from the circumstances, it could not be expected to be otherwise. In the male prison, the table mode of eating abstracts much from the time for study which they formerly had. Notwithstanding, under this and every other disadvantage inseparable from their situation, they are gaining knowledge, which must be of great value to them in after life. And it is gratifying to consider how much better qualified those convicts who have acquired even a little knowledge, will be, to make their way comfortably through the world, than they would have been had no provision been made for their instruction.

The following tables of statistics are compiled from the prison registers, and bare date Dec. 2, 1850. Tables 8th and 9th include only those convicts that have been received since January 1, 1848, anterior to which the items embraced were not entered on the register.

Whole number of convicts in the male prison,..... 694

Whole number of convicts in the female prisons,..... 71

TABLE I. *Nativity.*

		Male.	Female.
1.	Natives of the United States, (white,).....	308	19
2.	do do do (colored,).....	126	9
3.	Natives of Ireland,.....	125	30
4.	do Germany,	60	4
5.	do England,.....	38	3
6.	do France,	3	2
7.	do Italy,.....	4	..
8.	do South America,.....	2	..
9.	do Mexico,.....	1	..
10.	do Canada,.....	7	3
11.	do Scotland,.....	6	..
12.	do West Indies,.....	9	..
13.	do Switzerland, .....	..	1
14.	do Greece,	1	..
15.	do Spain,	1	..
16.	do Belgium,	1	..
17.	do Nova Scotia,.....	1	..
18.	do Wales,.....	1	..
		<hr/> 694	<hr/> 71
		<hr/>	<hr/>

TABLE II. *Age of prisoners when convicted.*

Years.	Years.	Male.	Female.
15 and under	16	6	
16	do 20	127	11
20	do 30	339	45
30	do 40	147	13
40	do 50	49	1
50	do 60	21	1
60	do 70	7	
Over, ..	70	1	
		<u>694</u>	<u>71</u>

TABLE III. *How often committed.*

No.	1st time committed,	Males.	Females.
2d	do	602	65
3d	do	70	6
4th	do	18	
		4	
		<u>694</u>	<u>71</u>

TABLE IV. *Counties where convicted.*

	Males.	Females.
New-York,	416	29
Albany,	26	2
Dutchess,	22	1
Queens,	23	2
Washington,	1	
Rockland,	7	
Delaware,	1	
Richmond,	2	1
Oneida,	1	1
Schenectady,	1	
Montgomery,	1	
Schoharie,		1
Onondaga,		4
Steuben,	1	

	Males.	Females.
Madison,.....	1	....
Kings,.....	90	.... 6
Orange,.....	28	.... 1
Westchester,.....	19	....
Columbia,.....	14	....
Rensselaer,.....	9	.... 1
Suffolk,.....	7	....
Ulster,.....	3	....
St. Lawrence,.....	3	.... 1
Clinton,.....	1	....
Jefferson,.....	2	....
Essex,.....	1	....
Putnam,.....	2	....
Sullivan,.....	1	....
Greene,.....	8	....
Fulton,.....	1	....
Saratoga,.....	1	.... 1
Franklin,.....	1	....
Monroe,.....		.... 7
Niagara,.....		.... 1
Chemung,.....		.... 1
Erie,.....		.... 9
Seneca,.....		.... 1
Chenango,.....		.... 1
	<u>694</u>	<u>71</u>

TABLE V. *Crimes.*

I. Against the Person.

	Males.	Females.
Assault and battery, to kill,	32	.... 1
Rape,	13	....
Assault to commit rape,.....	6	.... 1
Bigamy,	14	....
Incest,.....	2	....
Manslaughter,	19	.... 2
Murder,.....	4	....
Perjury,	3	.... 1

	Males.	Females.
Mayhem,	3	....
Stealing a child, .....		.... 1
Poisoning,	2	.... 2
Carrying unlawful weapons,	3	....
Sodomy,	2	....
Abduction, .....		.... 2

II. Against Property.

Grand larceny,	235	.... 34
Burglary,	217	.... 6
Robbery,	53	.... 1
Forgery,	40	.... 2
Receiving stolen goods,	7	....
Petit larceny, 2d, 3d, or 4th time,	17	.... 15
False pretences,	5	....
Counterfeiting,	3	.... 1
Arson,	12	.... 2
Breaking jail,	2	....
	<u>694</u>	<u>71</u>

TABLE VI. Occupation.

	Males.	Females.
Engineers,	3	....
Bakers,	9	....
Farmers,	16	....
Laborers,	251	....
Servants and waiters,	15	.... 27
No occupation,	7	.... 5
Painters and printers,	19	....
Butchers,	16	....
Mechanics,	192	....
Merchants, and clerks,	21	....
Masons and stone cutters,	28	....
Miscellaneous,	33	.... 1
Barbers,	13	....
Machinists,	9	....
Pedlars,	3	.... 1
Cooks,	4	.... 3

	Male.	Female.
Musicians,	2	...
Sailors and boatmen,	45	....
Lawyers,	2	....
Physicians,	2	....
Broker,	1	....
Soldiers,	1	....
Basket maker,		1
Housework,		15
Prostitution,		11
Thief,		1
Teacher,	1	1
Dressmakers,		5
	<hr/> 694	<hr/> 71

TABLE VII. *Length of sentence.*

			Males.	Females.
Committed for less than 2 years,			2	....
do 2 years and less than 3	3		216	.... 39
do 3 do 4	4		92	.... 10
do 4 do 5	5		52	.... 3
do 5 do 6	6		105	.... 13
do 6 do 7	7		10	.... 1
do 7 do 8	8		26	.... 1
do 8 do 9	9		9	....
do 9 do 10	10		6	....
do 10 do 11	11		113	.... 4
do 11 do 12	12		3	....
do 12 do 15	15		20	....
do 15 do 20	20		15	....
do 20 do 25	25		10	....
do 25 do			1	....
Life,			14	....
			<hr/> 694	<hr/> 71

TABLE VIII.—*Degree of instruction.*

	Male.	Female.
Have a classical education,	6	....
Can read and write,	263	.... 20
Can read only,	141	.... 17
Can neither read nor write,	60	.... 25
Unknown,	33	....
	<hr/> 503	<hr/> 62

TABLE IX.—*Habits of life.*

	Males.
Moderate drinkers,	83
Temperate, i. e. total abstinence,	194
Intemperate,	195
Unknown,	31
	<hr/> 503

The foregoing tables are taken from the prison registers. The information contained is derived in part from the commitments, and in part from a personal examination of the convicts at the time of their reception. The items given in tables 1st, 2d, 8th, and 9th were taken wholly, and those in tables 3d and 6th in part, from the latter source. The answers given by the convicts, however, are often vague and indefinite, so that the entries are necessarily imperfect, and independently of this it is a question about which every reader will judge how far the information given by convicts concerning themselves is reliable. The number in the 2d item of table 9th will, no doubt, be deemed far too large for the truth. Indeed, as a general thing, it is not to be expected that men who had not moral principle enough to restrain them from state prison offences, will be very scrupulous about the truth when their reputation is in question, especially if they believe or hope that a departure from the truth may get them favor or render them less obnoxious.

I hope it will not be regarded as going beyond appropriate limits, if in the conclusion of this report I take occasion to notice the good condition of the prison in regard to order discipline, and general weal. This is the Divine blessing on a judicious and faithful admin-

istration. There is entire harmony and concert of action among the officers of the prison, and an almost universal and uninterrupted subordination on the part of the convicts, and I desire for myself to express my sense of obligation to you for your counsel and support in my official duties ; and through you to all the officers of the prison for their unvaried courtesy, kindness and co-operation.

Very respectfully submitted,

J. GREEN, *Chaplain.*



DOCUMENTS
IN RELATION TO CLINTON PRISON.



DOCUMENTS
IN RELATION TO CLINTON PRISON.



AGENT AND WARDEN'S REPORT.

CLINTON PRISON, Dec. 2d, 1850.

To the Inspectors of State Prisons:

Gentlemen,—I respectfully submit the following report of the financial affairs of this prison, for the year ending the 30th of September, and of the police department to the 30th of November 1850.

You will perceive by the account current hereto annexed, that the receipts of the prison from all sources, for the past year were \$37, 324 96 while its expenses for all purposes during the same period, were \$37,693.37.

The earnings of the prison from convict labor during the year are as follows:

Received for separated ore sold,.....	\$12,119 12
Blacksmith and machine shop,.....	482 83
On hand the 30th September last, 3000 tons of separated ore, worth \$3 per ton,	9,000 00
1,000 barrels of potatoes, turnips, and other vegetables raised by convict labor, worth 2s. per bushel,.....	250 00
Total earnings,.....	<u>\$21,851 95</u>

Notwithstanding we were compelled to reduce the price of ore \$1.50 per ton on account of the great reduction in the price of iron, we have received \$3,502.52 more from the sales of that article during the past, than was received from the same source the previous year, while the actual earnings of the prison have increased more than one hundred per cent during the same period.

Owing to the depressed state of the iron market, and the limited demand and low price of ore at the present time, it is unsafe to rely wholly upon the sales of that article for the support of the prison for the year now commenced.

It is designed to introduce some other branches of business in connection with that of separating ore, which will afford productive employment for those convicts who are not engaged in the mine and separator, and who may thus aid in the support of the prison.

Our hitherto inaccessible condition arising from an almost impassable road ~~has prevented this desirable object~~, but the completion of the plank road has obviated that difficulty, and I have reason to hope that a contract for the employment of convict labor will ere long be effected. With this auxiliary united with the business of separating ore and a judicious and economical management of the prison affairs it will cease to be a burthen to the State Treasury.

There are now standing on the State lands adjacent to the prison, large quantities of valuable timber, much of which has arrived at maturity, and will soon depreciate in value. Under the advice of the Inspector in charge, I am now preparing to cut and saw into marketable lumber, as much of this timber as can be conveniently reached. Having a steam saw mill on the premises, the sawing will be done by convict labor, and the plank road will enable us to transport it to the lake at a trifling expense. This I am persuaded will also become a considerable item in the future maintenance of the prison.

There are various causes existing calculated to render the keeping of convicts here more expensive than at the other prisons of this State. Our isolated and exposed condition, the feeble barrier which the pickets present, and the rude and unfrequented mountainous country by which we are surrounded, constantly encourage attempts to escape, and demand the most unremitting vigilance on the part of the officers and guards. The convicts are scattered over a space of nearly twenty-five acres, engaged in mining and separating ore, at the machine shop, foundry, and at agricultural labor; consequently it requires about as many officers to oversee and guard one hundred and fourteen men, as could conveniently manage six hundred at Sing Sing or Auburn, or even here, had the prison buildings and places of employment been originally constructed with an eye to the economical and safe keeping of the convicts.

Aside from the business of raising and separating ore, which is the principal employment of the prison, a good deal of labor has been performed in clearing and grading land within the pickets, building, repairing, &c.

During the past summer we erected an ore house 75 by 30 feet, and of sufficient capacity to contain 3,000 tons of ore. This was much needed in connection with the separating works, and while the mining business is prosecuted, will be found valuable property.

Upon starting the new separator which my predecessor had just completed, it was found that several important alterations were necessary. These were made at considerable expense, and it is now in perfect order, and capable of separating forty tons of ore per day.

I have also erected a substantial stone magazine for the deposit of powder and arms. It is fireproof, and being placed at a distance from the other buildings, relieves us from the consequences of explosions to which we were previously exposed.

Taking it for granted that the location and future maintenance of a prison here, was a settled question, I have devoted a considerable time and labor in removing the rocks, stones, and stumps, and grading the grounds of the prison inclosure. I found them in a rude and uncultivated state, presenting a forbidding aspect and wholly unsuceptible of proper cultivation. They now assume a neat and handsome appearance, and portions of the land have already yielded a handsome return in vegetables for prison use. Eighty-seven acres of the prison land lying north of the pickets, have been cleared and put to seed during the last autumn.

I have caused several rooms to be finished in the west wing of the prison, which add much to the convenience, and greatly improve the internal arrangements of that department. The old wooden ladders leading to the several corridors, have been exchanged for substantial iron stairs, which render the ascent of the prisoners both safe and easy, and which carry out the original design of this portion of the building.

The 4th section of the act of appropriation for this prison, passed April 10th, 1860, authorized the Inspectors to construct a plank road from this prison to intersect the plank road leading from Plattsburg to Saranac Hollow.

Under the sanction of that law, and pursuant to your direction, I caused the route to be surveyed and plans and specifications drafted by a competent engineer, and advertised for proposals for the con-

struction of the work; contracts for grading the road and laying the plank were entered into on the 7th of August, and on the 25th of November, it was all completed with the exception of a small portion of side grading on a single section. Fifty rods of the road lying immediately in front of the prison, and not placed under contract, were graded and laid by the convicts, and the planks for laying two miles and a half were furnished from the prison saw mills, and were the product of convict labor. The whole work, much of which extended through an uncleared forest of low marshy land, was executed with reference to durability as well as economy, and in these respects I think it will favorably compare with any similar road in the country. It brings the prison within fifteen miles of Lake Champlain, and passes through a richly timbered section of country which was previously almost inaccessible. This road is four miles and seventy-eight rods in length, and has cost about \$7,500.

When the condition of the former road is considered, as well as the importance to the prison of such means of transportation as will place the products of the iron mine on an equal footing with those of the neighboring mines, I think no one will fail to see the wisdom which dictated the law, and the benefits which must in future result from this necessary and valuable improvement.

The expenses incurred by the construction of this road have been drawn from the resources of the prison, which has materially embarrassed its finances and will render it necessary to call for further legislative aid.

Last year the Legislature appropriated \$20,000 for the general support, and all other expenses incident to the maintenance of this prison. Of that sum over \$7,000 were immediately applied to the discharge of its then existing indebtedness, leaving but \$13,000 for the annual current expenses, building, repairs, constructing plank road &c. Conducting the prison, as you are aware, upon a system of rigid economy, I regret to say that I have been compelled to contract debts to the amount of over eight thousand dollars. These obligations arise mainly from the construction of the plank road, and the purchase of provisions for the prison, and they are of a nature which demand prompt payment.

In the present state of the iron market, and the great uncertainty as to the future price and amount of sales of ore, it will be necessary to make some provision for a part of the current expenses of the present year. After a thorough examination of the subject, and making favorable allowance for the receipts from the sales of ore, I find that an appropriation of twenty thousand dollars will be necessary to meet the present demands against the prison and to provide for its support during the year. Should unforeseen events revive the iron trade, and render the prison ore more available, any portion of the above sum not required will remain in the State Treasury; but should our resources arising from convict labor remain as they are and have been during the past fiscal year, a less appropriation than I have named will leave the prison in debt, and a year hence, when the agent must procure his winter's supply of provisions, he will be subjected to the exorbitant demands of speculators, as all must be who trade upon credit.

There have been performed during the year 33,237 days' labor, equal to $106\frac{2}{3}$ years. The average time of labor for the eight months, from the first of April to the thirtieth of November, was $10\frac{1}{2}$ hours per day. The average time of labor during six months of the previous year, from the first of June to the thirtieth of November, was $9\frac{1}{2}$ hours.

The average number of convicts during the year ending the thirtieth of November was 119. The number of convicts remaining in prison on the 1st day of December, 1849, was 124. The number remaining on the 1st day of December, 1850, was 114, showing a decrease of ten during the past year.

Those remaining in prison were convicted of the following crimes:

Burglary and grand larceny,.....	6
Burglary in the 1st degree,.....	3
do 2d do	9
do 3d do	10
Manslaughter in the 2d degree,.....	3
do do 3d do	1
Robbery in the 1st degree,.....	4
Assault with intent to kill,	7
Forgery,.....	4
Murder,.....	1

Bigamy,.....	1
Grand larceny,.....	34
Petit larceny, 2d offence,.....	10
Perjury,.....	4
Attempt to commit rape,.....	4
Arson, 2d degree,.....	2
do 3d do	1
Passing counterfeit money,.....	5
False pretences,.....	1
Writing threatening letters to obtain money,	1
Grand larceny and arson,.....	1
Assault with intent to maim,.....	1
Rape,.....	1
Total,	114

The conduct of the convicts has perhaps been as good as we had a right to expect from this class of persons. The number of punishments which I have inflicted during the year just closed is fifty, which were of the following description :

Shower bath,	37
Solitary confinement on bread and water,	12
Ball and chain,	1
Total,	50

The average cost of rations per day, during the year ending November 30th, was 8 cents 3 $\frac{1}{2}$ mills.

In relation to the moral and religious instruction and the general health of the convicts, I refer you to the accompanying reports of the chaplain and physician.

In closing the duties of the year, you will permit me to express the obligations I am under for your counsel and advice, and to commend to your favorable notice the subordinate officers of this institution, for the watchful care they have severally exercised, and the prompt and faithful manner in which they have performed the duties assigned them.

Very respectfully,

Your obedient servant,

ISAAC N. COMSTOCK.

Isaac N. Comstock, agent of Clinton state prison, in account current with the state of New-York, for the fiscal year ending September 30th, 1850.

1849.	Dr.	
Oct. 1. To cash on hand,		\$242 59
1850.		
Sept. 30. do received from State Treasurer, being the balance in his hands of \$39,000 appropriation for 1849,		6,223 01
do received from State Treasurer, on ap- propriation of \$20,000 for 1850, ..		18,500 00
do received from ore sales,		12,119 12
do do do sundries,		131 27
do do do machine sh'p and furnace, ..		15 18
do do do visitors,		124 00
do do do convicts' deposits,		39 08
do do do blacksmith's shop,		110 36
do do do interest account,		62 94
Balance in favor of agent,		126 42
		<hr/>
		<u>\$37,693 97</u>

1850.	Cr.	
Sep. 30. By cash paid for building and repairs,		\$584 84
Cash paid for stock and tools,		549 30
Cash paid for rations,		3,776 37
Cash paid for clothing and bedding,		755 97
Cash paid for fuel and lights,		1,937 08
Cash paid for hospital and medicines,		180 11
Cash paid for discharge of convicts,		259 83
Cash paid for postage and stationery,		98 73
Cash paid for salaries of officers,		6,848 05
Cash paid for guards,		9,095 67
Cash paid for teams and keeping,		505 59
Cash paid for expenses of agent,		8 00
Cash paid for storage and freightage,		537 64
Cash paid for miscellaneous,		892 98
Cash paid for machinery,		1,886 96

Sept. 30. Cash paid Averill mine,	8,720 66
Cash paid for plank road,	1,056 55
	<hr/>
	\$37,693 97

1850.

Oct. 1. By balance due J. N. Comstock, agent, \$126.42

CLINTON PRISON, {
Nov. 1st, 1850. }

To the Inspectors of State Prisons :

The agent respectfully reports, that the following is a true statement of the monies received and expended for the general support, &c., of said prison during the month ending Oct. 31, 1849.

Oct 1. To balance brought forward from last month's account,	\$242 59
Cash received this month as follows:	
22. State Treasurer, on appropriation,	5,000 00
<i>Sundries.</i>	
31. John Hart, grease,	64
<i>Visitors.</i>	
Twenty-six persons,	6 50
<i>Convicts' deposits.</i>	
John J. Willard,	0 08
Orrin N. Graves,	0 50
John Porrier,	0 66
	<hr/>
	1 24
Blacksmiths' shop, from various persons for smiths' work,	1 24
<i>Averill ore bed.</i>	
C. N. Averill,	82 50
G. H. Parsons,	355 00
Spaulding & Co.'s,	179 00
Jackson, Morgan & Co.,	40 00
Wm. H. Myers & Co.,	82 00
Hart, Bailly & Co.,	190 00
Platt & Boynton,	622 40
	<hr/>
	1,550 90
	<hr/>
	\$6,803 11

1849.

October. Cash expended for general support :

Building and repairs.

Redford Glass Co., 4 bxs. glass,	\$20 49	
Monthly pay roll, 4 bush. hair,	1 00	
	<hr/>	\$21 49

Rations.

Monthly pay roll for beef and beans,		132 85
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Clothing and bedding.

James H. Gilson, 17 doz. socks, and freight,	43 08	
Leggett & Russell, 1 doz. hats,	16 00	
	<hr/>	59 08

Hospital and medicines.

Will. Lyman & Co., 4 oz. iodide of potasse,	1 20	
L. J. Lyman & Co., $\frac{3}{4}$ lb. hyd. of potasse,	3 75	
Monthly pay roll, 200 crackers,	88	
	<hr/>	5 83

Discharge of convicts.

Monthly pay roll, John Plouffe, Washington co.,	7 00	
Monthly pay roll, Charles Craig, New-York,	11 00	
Monthly pay roll, Wm. Haggart, Fulton,	8 00	
Monthly pay roll, Richard Ire- land, Rensselaer,	7 00	
Monthly pay roll, Jeremiah Gar- row, Clinton,	2 00	
	<hr/>	35 00

Postage, printing, and stationery.

A. A. Prescott, paper, ink, and book,		1 25
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Salaries of officers.

Monthly pay roll of officers,...		579 14
----------------------------------	--	--------

1849. *Pay of guards.*
 October. Monthly pay roll of 25 guards, \$750 00

Teams and keeping.

Monthly pay roll, D. Myers,		
1 month teamster,	\$22 00	
Monthly pay roll, J. C. Manby,		
gargling oil,	1 00	
	<hr/>	23 00

Expenses of agent.

Monthly pay roll, J. C. Manby,	
one trip to Plattsburgh, and	
one to Keeseville,	6 50

Miscellaneous.

James H. Gilson, 1 box extra	
gun caps,	38
George Thorp, per J. H. Gilson	
and others, witnesses' fees in	
suit of agent <i>vs.</i> Hewitt & Stod-	
dard,	6 00
Warren & Steele, gun caps and	
cotton cord,	5 38
Monthly pay roll, convicts' de-	
posits refunded,	12 99
	<hr/>
	24 75

Machinery.

Monthly pay roll, pay of car-	
penters, moulders, black-	
smiths, pattern makers, &c.,...	264 80

Averill mine.

Monthly pay roll, pay of en-	
gineer, separator, carpenters,	
&c., &c.,	276 38

Balance in agent's hands,

2,180 07
4,623 04
<hr/>
\$6,803 11
<hr/>

STATE OF NEW-YORK, } ss.
Essex County, }

George Throop, agent, and Thomas D. Gilson, clerk, of the Clinton State Prison, being duly sworn, depose and say that the foregoing account is correct and true, according to the best of their knowledge and belief.

GEORGE THROOP,
THOS. D. GILSON.

Sworn before me, this 22d day of }
February, 1850. }

JOSEPH WHITLEY, *Justice of the Peace.*

Thos. D. Gilson was sworn before me, this 9th day of December, 1850.

B. C. HOPPER, *J. P.*

CLINTON STATE PRISON, }
December 1, 1849. }

To the Board of Inspectors :

The agent respectfully reports that the following is a true statement of the monies received and expended for the general support, &c., of said prison during the month ending 30th November, 1849.

1849. Balance from last month brought forward,.. \$4,623 04

Nov. 1. Cash received this month as follows :

Sundries.

30. Salt and grease sold, 72

Visitors.

8 persons, 2 00

Convicts' deposits.

John Dingman, 25

Blacksmith's shop.

Lewis Curtis, blacksmithing, 21 42

Averill ore bed.

W. H. Myers & Co., ore, 10 00

C. N. Averill, ore, 200 00

Platt & Averill, ore,	611 51
George B. Parsons, ore,	80 00

 901 51

 \$5,548 94

Cash expended for general support, &c.

Building and repairs.

Boyle & Pine, 8 lbs. nails,	48
Monthly pay roll, drawing logs, teaming, &c.,	9 73

 10 21

Stock and tools.

Lewis Curtis, charcoal, shovels, padlocks, &c.,	14 08
Boyle & Pine, 1 trunk lock, ...	31
Monthly pay roll, 6,462 bushels coal,	290 79

 305 18

Rations.

W. H. Morgan & Son, 1 barrel salt,	1 75
Lewis Curtis, 133 bushel po- tatoes,	33 25
Monthly pay roll, beef,	66 06

 101 06

Clothing and bedding.

Boyle & Pine, 4 hdkfs and 1 pair socks,	1 25
--	------

Fuel and lights.

W. H. Morgan & Son, 1 gross lamp wicks,	1 00
Boyle & Pine, matches,	06
Monthly pay roll, A. Palmer, cutting and drawing 206½ cords wood, at 9s,	232 17

 233 23

Hospital and medicines.

Monthly pay roll, 200 crackers, 6 eggs,....	97
---	----

Discharge of convicts.

Monthly pay roll, Geo. Willis,	
Washington Co.,	5 00
Wm. Ostrander, Erie Co.,....	15 00
	<hr/>

Postage, printing and stationery.

S. S. Riggs, advertising propo-		
sals for letting convicts,.....	3 80	
R. Northway, advertising propo-		
sals for letting convicts,..	4 05	
J. N. Brown, advertising propo-		
sals for letting convicts,....	4 20	
A. M. Clapp & Co., adverti-		
sing proposals for letting con-		
victs,.....	4 20	
	<hr/>	16 25

Salaries of officers.

Pay roll of officers,.....	533 31
----------------------------	--------

Pay of guard.

Pay roll of guards, 25	750 00
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Teams and keeping.

Boyle & Pine, 4 rein snaps and		
1 whip lash,.....	41	
Monthly pay roll, paid teamster		
1 month,.....	22 00	
	<hr/>	22 41

Storeage and freighting.

Monthly pay roll. Paid M. J. Lewis freight	
from Plattsburg to prison 20,262 lbs. mer-	
chandise, &c.,.....	27 81

Miscellaneous.

Lewis Curtis, 1 days services as	
appraiser,	3 00

Boyle & Pine, $\frac{1}{2}$ day services, measur'ng wood (pr. H. H. Pine)	63	
Monthly pay roll, convict depos- it refunded,	70	
Horse hire to Plattsburg,	1 13	
	<hr/>	5 46

Machinery.

Lewis Curtis, 1040 lbs. old iron,	10 40	
Monthly pay roll, pay of black- smith, moulder and pattern- maker, &c.	172 25	
	<hr/>	182 65

Averill mine.

Manning & Howland, invoice of belting, hose &c.	142 31	
Lewis Curtis, sundry articles of machinery furnished for rais- ing and separating ore, &c., ..	199 07	
Monthly pay roll, pay of machin- ist, engineer, packer, sifter &c.	317 68	
	<hr/>	659 06
Balance in agents hands,		2,680 09
		<hr/>
		\$5,548 94
		<hr/>

STATE OF NEW-YORK, } ss.
Essex County, }

George Throop, agent, and Thomas D. Gilson, clerk of Clinton State Prison being duly sworn, depose and say that the foregoing account is correct and true according to the best of their knowledge and belief.

GEORGE THROOP,
THOMAS D. GILSON.

Sworn and subscribed before me }
this 22d day of February 1850. }

JOSEPH WHITLEY, *Justice of the Peace.*

Thomas D. Gilson was sworn before me this 9th day of Dec. 1850.

B. H. HOPPER, *Justice of the Peace.*

CLINTON STATE PRISON, }
January 1, 1850. }

To the Board of Inspectors:

The agent respectfully reports that the following is a true statement of the monies received and expended for the general support &c. of said prison during the month ending December 1849.

1849. To balance from last month's account brought forward, \$2,680 09

Dec. 1. Cash received this month as follows:

31. sundries, soap, lard, salt &c. sold various persons 5 68
visitors, 31 persons, 7 75
blacksmith's shop, I. Waid, shoeing horse 43

Averill ore bed.

G. H. Parsons, ore,	\$195 00	
Jackson, Morgan & Co.....	260 00	
Wm. K. Myers & Co.....	74 00	
Platt & Boynton,	426 75	
Hart, Baily & Co.....	253 26	
Spaulding & Son,	212 90	
C. N. Averill,	300 00	
		1,721 91
		<u>\$4,415 86</u>

Cash expended for general support, &c.:

Building and repairs.

Monthly pay roll, 3,750 lbs. lime, 12 49

Rations.

W. H. Morgan & Sons, 5 bush.	
salt,	3 75
Keese & Tomlinson, flour and meal,	318 36
James H. Gilson, rice and salt,	1 78
Monthly pay roll, beef,	59 62
	<u>383 51</u>

Clothing and bedding.

Paid James H. Gilson, freight on sattinets,	13
---	----

1849	<i>Fuel and lights.</i>	
Dec. 31.	James H. Gilson, 1 gross matches	40
	<i>Hospital and medicines.</i>	
	James H. Gilson, 6 lbs. sugar,	
	60c., 2 lbs. snuff, 81c.,	1 41
	Monthly pay roll, paid S. Con-	
	ner, 1 qr. lamb,	25
		<hr/>
		1 66
	<i>Discharged convicts.</i>	
	Monthly pay roll, David D.	
	Jones, St. Lawrence co.	6 00
	<i>Postage, printing and stationery.</i>	
	Bryan & Moord, advertising pro-	
	posals,	3 80
	James H. Gilson, ink 25c, 1 qr.	
	postage, \$11.83,	12 08
		<hr/>
		15 88
	<i>Salaries of officers.</i>	
	Pay roll of officers 1 month, ..	600 81
	<i>Pay of guards.</i>	
	Pay roll of guards, 25, 1 month,	750 00
	<i>Teams and keeping.</i>	
	Monthly pay roll, paid teamster	
	1 month,	22 00
	Paid 1,560 lbs. hay,	7 00
		<hr/>
		29 80
	<i>Storage and freightage.</i>	
	Monthly pay roll, paid M. S.	
	Lewis, freight 16,288 lbs. from	
	Plattsburg,	87 01
	<i>Miscellaneous.</i>	
	Monthly pay roll, tallow, &c..	3 30
	<i>Machinery.</i>	
	Elos Ray, $\frac{1}{2}$ cord ea. white oak	
	and walnut butts,	8 00

1849

Dec. 31. Monthly pay roll, pay of black-smith, pattern maker, moulder, &c.,	141 71	149 71
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Averill mine.

Monthly pay roll, pay of carpenters, engineer, sifter, &c., &c.,	229 75	
Balance in agents' hands,	2,145 41	
	<u>\$4,415 86</u>	

STATE OF NEW-YORK, }
Essex county, } ss.

George Throop, agent, and Thomas D. Gilson, clerk of the Clinton State Prison, being duly sworn depose and say, that the foregoing account is correct and true, according to the best of their knowledge and belief.

GEO. THROOP,
 THOS. D. GILSON.

Sworn and subscribed before me, this }
 22d day of February, 1850. }

JOSEPH WHITLEY, *Justice of the Peace.*

Clinton county:

Thomas D. Gilson was sworn before me this 9th day of December, 1850.

B. C. HOPPER, *Justice of the Peace.*

CLINTON STATE PRISON, }
 February 1, 1850. }

To the Board of Inspectors:

The agent respectfully reports that the following is a true statement of the monies received and expended for the general support, &c., of said prison during the month ending January 31, 1850.

1850. To balance from last month's account brought forward,	\$2,145 41
Jan. 1. Cash received this month as follows:	
23. State Treasurer on appropriations,	1,223 01
31. Sundries, lime, plank, freightage, &c.,	6 05

Machine shop.

Old brass, labor, &.,	5	75
-----------------------------	---	----

Visitors.

One hundred and thirty persons, ..	32	50
------------------------------------	----	----

Convicts' deposits.

M. C. Woodworth,	38	
John Fraunsman,	08	
	<hr/>	36

Blacksmiths' shop.

G. P. Lawrence, labor,	12	
------------------------------	----	--

Averill ore bed.

William H. Myres & Co.,	180	00
Jackson, Morgan & Co.,	280	00
G. H. Parsons,	252	00
	<hr/>	712 00
		<hr/>
		<u>\$4,125 20</u>

1850. Cash expended this month as follows:

Building and repairs.

Jan. 1. William P. Movers, 377 lbs, Spanish whiting,	\$4	71
--	-----	----

Stock and tools.

George Throop, 2 stoves and 26 pieces pipe,	42	20
---	----	----

Rations.

Monthly pay roll, beef and rye,	38	75
---------------------------------------	----	----

Clothing and bedding.

Monthly pay roll, paid Lyman Soper 2 loads straw,	6	50
---	---	----

Fuel and lights.

William H. Morgan & Sons, 3½ gross lamp wicks,	\$3	25
Monthly pay roll, paid Asa Palmer for cutting and drawing 220 ⅓ cords of wood,	360	66
	<hr/>	363 91

Discharged convicts.

Monthly pay roll, Joseph Becker, Schoharie county,	8 73
--	------

Salaries of officers.

Pay roll of officers, one month,	579 14
--	--------

Pay of guards.

Pay roll of guards, one month,	750 00
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Teams and keeping.

Thomas D. Gilson, one bottle gargling oil,	1 00	
Monthly pay roll, paid J. S. Scribner for 9,190 lbs. hay,	54 54	
D. Myers, 20½ days teamster,	15 33	
		70 87

Storage and freightage.

Northern Transportation Co., bill of freight for season of 1849,	184 60
--	--------

Miscellaneous.

Paid expenses to Burlington and back, Keeseville and back, Plattsburg and back,	10 15
---	-------

Averill mine.

Paid H. H. Pine for cutting and drawing 1,100 cords of wood,	1,100 00
Foreman in separator, engineer and carpenters for the month,	173 45
	1,273 45

Machinery.

Monthly pay roll, paid machinists, pattern maker, &c.,	168 57
Balance in agent's hands,	623 60

\$4,125 20

STATE OF NEW-YORK, } ss.
 Clinton county, }

Isaac N. Comstock, agent, and Thomas D. Gilson, clerk of Clinton State prison, being duly sworn, depose and say, that

the foregoing account is correct and true, according to the best of their knowledge and belief.

ISAAC N. COMSTOCK,
THOMAS D. GILSON.

Sworn and subscribed before me, }
this 9th day of Dec., 1850. }

B. C. HOPPER, *Justice of the Peace.*

CLINTON PRISON, }
March 1, 1850. }

To the Board of Inspectors:

The agent respectfully reports that the following is a true statement of the moneys received and expended for the general support &c. of said Prison, during the month ending February 28th, 1850.

1850.

	To balance from last month's account	
	brought forward,	\$623 60
Feb. 1.	To cash received this month as follows:	
	<i>Sundries.</i>	
28.	Rosin, paper, &c., sold,	27
	<i>Visitors.</i>	
	85 persons,	21 25
	<i>Convicts' deposits.</i>	
	Henry Worden, convict's deposit,	43
	<i>Averill ore bed.</i>	
	George H. Parsons, ore, \$100 00	
	Platt & Boynton, do 776 75	
	Jackson, Morgan & Co. do 200 00	
	Spaulding & Son, do 349 55	
	Hart, Bailey & Co. do 258 00	
	Albert Norris, do 25 00	
	Davis & Weaver, do 20 00	
	Albert Norris, do 25 00	
	Plattsburgn Dock Co. do 100 00	
	W. H. Myers & Co. do 15 67	
	Platt & Boynton, do 182 35	
	G. H. Parsons, do 50 00	

Feb. 28.	A. Norris,.....	50 00	
	Hewitt & Stoddard, for H.		
	K. Averill,.....	656 36	
		<hr/>	2,808 68
	<i>Interest account.</i>		
	Hewitt & Stoddard, for H. K. Averill,		43 15
			<hr/>
			<u>\$3,497 38</u>

Cash expended for general support &c. :

Building and repairs.

F. W. Ridgway, shower & bend		
& stop-cock,.....	5 25	
D. Harris Jun., paper hanging,	26 39	
Wm. Munsig, stop cocks,....	3 51	
N. B. Mills, 2 knob locks,...	1 75	
Monthly pay roll, 8 days of		
carpenters,	10 00	
	<hr/>	46 90

Stock and tools.

Monthly pay roll, 1 pr. bob sleds		
for W. Bates,.....		6 00

Rations.

Lawrence Myers, 30 $\frac{1}{4}$ bushels		
barley,	17 06	
Keese & Tomlinson, Graham		
flour, and corn meal,.....	292 76	
Monthly pay roll, rye, beans		
and peas,.....	15 16	
	<hr/>	324 98

Clothing and bedding.

Monthly pay roll, 79 knots yarn,		
pr J. Hoffman,.....		2 37

Hospital and medicines.

Scarlett & Lyon, 8lb liq. ball,	1 28	
Monthly pay roll, 13 lb. black		
cherry bark,	1 00	
	<hr/>	2 28

1850. *Discharge of convicts.*

Feb.	Monthly pay roll, John Brown	
	Washington co.	\$6 90

Postage, printing and stationery.

James Henry, paper, pens, &c.	\$13 00	
Knapp & Peck, advertising proposals,	4 60	
A. Strong & co. advt. proposals	6 55	
E. B. Spooner, do	3 80	
	<hr/>	27 95

Salaries of officers.

Pay roll of officers, 1 month,..	579 14
----------------------------------	--------

Pay of guards.

Pay roll of guards, 1 month,..	750 00
--------------------------------	--------

Teams and keeping.

G. L. Sergeant, expenses with State team,	2 38	
Monthly pay roll, paid for 321½ bush. oats, and 1 month 10 days teamster,	150 37	
	<hr/>	152 75

Storage and freightage.

Plattsburgh Dock Company, bill of freight, and storage for the season, 1849,	102 57	
Monthly pay roll, paid M. S. Lewis, transportat'n of 44,748 merchandise fm. Plattsburgh,	61 55	
	<hr/>	164 12

Miscellaneous.

Robert Berkley, administering oath to clerk on monthly returns,	13	
Thos. D. Gilson, expenses to Plattsburgh, and paid 3 witnesses' fees, agent vs. Hewitt & Stoddard,	11 35	

1850.	Simmons & Ames, counsel fees,		
Feb.	agent vs. Hewitt & Stoddard,	\$25 00	
			\$36 48

Machinery.

Monthly pay roll, pay of pattern maker, machinists, &c., &c.,,		82 20
---	--	-------

Averill mine.

Dike & Rider, 2½ cords of oak and walnut butts,.....	22 50	
C. H. Bement, 30 feet of belt- ing,	5 75	
Monthly pay roll, pay of engi- neer, miner, &c.,	189 22	
		217 47
Balance in agent's hands,		1,098 74
		<u>\$3,497 88</u>

STATE OF NEW-YORK, }
Clinton county, } ss.

Isaac N. Comstock, agent, and Thomas D. Gilson, clerk, of Clinton State Prison, being duly sworn, depose and say that the foregoing account is correct and true, according to the best of their knowledge and belief.

ISAAC N. COMSTOCK,
THOS. D. GILSON.

Sworn and subscribed before me, }
this 9th day of Dec. 1850. }

B. C. HOPPER, *Justice of the Peace.*

CLINTON PRISON, }
April 1st, 1850. }

To the Board of Inspectors :

The agent respectfully reports that the following is a true statement of the monies received and expended for the general support, &c., of said prison, during the month ending March 31, 1850.

1850.	To balance from last month's ac- count, brought forward,	\$1,098 74
March 1.	Cash received this month, as follows :	
	31. Sundries, beef, lime, &c., sold;..	6 99

1850. Machine shop, work done for J.	.
Feb. Curtis, &c.,	\$8 92
Visitors, 43 parsons,	10 75
Blacksmith's shop, smith's work,	10
<i>Averill ore bed.</i>	
W. H. Myers & Co., ore,	\$225 23
A. Norris, ore,	75 00
Spaulding & Son, ore,	200 00
Davis & Wever, ore,	162 69
	<hr/>
	662 92
Balance due agent, carried forward,	127 21
	<hr/>
	<u>\$1,915 62</u>

1850.

March 31. Cash expended for the general support, &c.:

<i>Building & repairs.</i>	
Movers & Stoddard, 1 keg of white lead,	2 13
Monthly pay roll, 334 ft. lumber,	6 68
	<hr/>
	8 81
<i>Stock and tools.</i>	
F. T. Miller, 4 doz. $\frac{1}{2}$ gallon pans,	6 00
<i>Rations.</i>	
Monthly pay roll, 724 $\frac{1}{2}$ lbs. beef,	32 60
“ “ 4 $\frac{1}{8}$ bush. beans,	4 13
	<hr/>
	36 73
<i>Clothing and bedding.</i>	
Copp & Van Alstyne, 6 dozen combs,	1 88
<i>Hospital and medicines.</i>	
Monthly pay roll, paid J. Todd, 460 crackers,	2 00

Discharge of convicts.

Monthly pay roll, Wm. Crosby, Schenectady,	7 00	
Monthly pay roll, David Sholl, Herkimer,	8 00	
Monthly pay roll, James Ed- wards, Erie,	17 32	
	<hr/>	32. 32

Postage and printing.

Tuttle & Stacy, printing and ruling 2 quires blanks for ac- count current,	3 00	
Monthly pay roll, 1 gross steel pens,	1 00	
	<hr/>	4 00

Salaries of officers.

Pay roll of officers 1 month,..	579 14
---------------------------------	--------

Pay of guards.

Pay roll of guards 1 month,..	751 89
-------------------------------	--------

Teams and keeping.

March. Monthly pay roll, L. Soper, 7 days teamster,	5 88
--	------

Storage and freightage.

Monthly pay roll, cartage, 8,110 pounds merchandise from Plattsburgh,	11 15
---	-------

Miscellaneous.

Thomas D. Gilson, expenses to Plattsburgh, on business for the prison,	2 45	
Monthly pay roll, paid for ad- ministrating 3 oaths to George Throop, state agent,	38	
	<hr/>	2 83

Machinery.

J. H. Edwards, tin, wire, wash- ers, vice, screws, and 38 1-2 days labor,	133 66
---	--------

Monthly pay roll, pay of miner,
engineer, carpenters, and fore-
man of separator,

181 46

207 18

\$1915 62

STATE OF NEW-YORK, }
Clinton county, } ss.

Isaac N. Comstock, agent, and Thomas D. Gilson, clerk of Clinton State prison, being duly sworn, depose and say that the foregoing account is correct and true, according to the best of their knowledge and belief.

ISAAC N. COMSTOCK,
THOS. D. GILSON.

Subscribed and sworn before me, }
this 9th day of Dec'r, 1850. }

B. C. HOPPER, *Justice of the Peace.*

CLINTON PRISON, }
May 1, 1850. }

To the Board of Inspectors:

The agent respectfully reports, that the following is a true statement of the moneys received and expended for the general support &c. of said prison during the month ending April 30, 1850.

Cash received this month, as follows:

1850.	<i>Sundries.</i>	
April 1.	Beef, lime, lard, &c.,	18 55
	<i>Machine shop.</i>	
31.	Sledge handles,	25
	<i>Visitors.</i>	
18 persons,	.....	4 50
	<i>Convicts' deposits.</i>	
Campbell Van Epps,	02	
Leonard Knapp,	01	
	—	03
	<i>Blacksmiths' shop.</i>	
O. Ayer, blacksmith's work,		2 03

Averill ore bed.

G. H. Parsons & Co.,	ore,	200 00	
Platt & Boynton,	do	455 77	
Jackson, Morgan & Co.,	do]	333 84	
Spaulding & Son,	do	215 06	
Hart, Bailey & Co.,	do	335 13	
W. H. Myers & Co.,	do	400 00	
A. Norris,	do	100 00	
			<hr/>
			2,036 79

State appropriations.

State treasurer, on appropriation,.....	5,000 00
	<hr/>
	\$7,062 15
	<hr/>

April 1. By balance from last month's
account brought forward,... 127 21

Cash expended for general support &c. :

Stock and tools.

W. H. Morgan & son, pails.... 1 50

Clothing and bedding.

A. Hartwell, 5 yards of sattinet	3 44	
H. H. Pine, 1 vest, 1 coat and 1 pr. suspenders,.....	4 25	
Monthly pay roll, 167 bundles straw,	6 68	
	<hr/>	14 37

Fuel and lights.

W. H. Morgan & sons, lamps	1 62	
Asa Palmer, 620 $\frac{1}{4}$ cords of wood,	796 43	
	<hr/>	798 05

Hospital and medicines.

Movers and Stoddard, 2 $\frac{1}{2}$ gall's alcohol,.....	1 88	
W. P. Movers, $\frac{1}{2}$ lb. nutgalls,..	38	
Monthly pay roll, 460 crackers,	2 00	
	<hr/>	4 26

1850. *Discharge of convicts.*

April 1. Monthly pay roll, Peter Hamer,		
Delaware co.	\$7 35	
Henry Potter Fulton, co.,...	6 00	
Abel Root, St. Lawrence co...	4 00	
F. C. Brown, Essex co.,.....	2 50	
	<hr/>	\$19 85

Postage and printing.

James H. Gilson, P. M. 1 qrs.		
postage.....		12 61

Salaries of officers.

Pay roll of officers, 1 month,..		515 98
----------------------------------	--	--------

Pay of guards.

Pay of guards 1 month,.....		759 37
-----------------------------	--	--------

Teams and keeping.

J. C. Manley, drawing 1 load		
straw,		2 75

Expenses of agent.

J. C. Manley, 1 trip with agent		
to Plattsburg,.....		1 50

Miscellaneous.

Thos. D. Gilson, expenses two		
trips to Plattsburg and back,		
on prison business,.....	3 24	
J. C. Manley, paid for adminis-		
tering to G. Throop, late agent,	38	
Monthly pay roll, convict depo-		
sit refunded H. Potter,.....	2 50	
Paid B. Hopper, coming 6 miles		
to administer oaths to agent		
and clerk,.....	1 00	
	<hr/>	7 12

Machinery.

Smith, Bonner & Co., 3,000 lbs.		
Lehigh coal,.....	15 00	

1850.

April 1. Edwards & White, 468 lbs. re-		
finer iron,.....	19	10
Monthly pay roll, pay of black-		
smith, carpenter, pattern ma-		
ker, machinist,.....	94	50
	<hr/>	
		128 60

Averill or mine.

J.M. Davison, for $\frac{1}{2}$ part of 2,941		
tons, 7 cwt., 1 qr., 12 lbs.	735	34
Eli Chittenden, do	735	34
Nichols & Burton, do	735	34
James Averill, do	735	34
J. C. Manley, 50 $\frac{1}{2}$ cords wood,	63	13
J. C. Manley, teaming,.....	8	44
H. H. Pine, 532 $\frac{1}{2}$ cords wood,.	532	33
Asa Palmer, 270 $\frac{2}{3}$ do do	304	00
Monthly pay roll, pay of fore-		
man in separator, engineer,		
carpenter and miner,.....	157	91
	<hr/>	
		4,007 17
Balance in agents' hands,.....		661 81
	<hr/>	
		\$7,062 15
	<hr/>	

STATE OF NEW-YORK, }
 Clinton county, } ss.

Isaac N. Comstock, agent, and Thomas D. Gilson, clerk of the Clinton State Prison, being duly sworn, depose and say, that the foregoing account is correct and true, according to the best of their knowledge and belief.

ISAAC N. COMSTOCK,
 THOMAS D. GILSON.

Subscribed and sworn before me, }
 this 9th day of Dec. 1850. }

B. C. HOPPER, *Justice of the Peace.*

CLINTON PRISON, }
June 1st, 1850. }

To the Board of Inspectors :

The agent respectfully reports that the following is a true statement of the moneys received and expended, for the general support of said prison, &c., during the month ending 31st May, 1850.

1850. To balance from last month's account		
	brought forward,	\$661 81
May 1.	Cash received this month as follows:	
7.	State Treasurer on appropriation,	5,000 00
31.	State Treasurer on appropriation,	2,500 00
		<hr/> 7,500 00
	Sundries, beef, grease, &c., sold,	24 82
	Machine shop, A. N. Buskirk, 1 rake,	15
	Visitors, 1 person,	25
	Convict's deposit, C. R. Duel,	02
	Averill mine, W. H. Myers & Co., ore,	173 10
		<hr/> \$8,360 15
		<hr/>

Cash expended for general support, &c. :

Building and repairs.

Robinson & Griswold, linseed oil, fire proof paint, &c.,	314 52	
M. S. Lewis, hair,	2 00	
Monthly pay roll, scoring timber and carpenter work, by J. Conger,	10 75	
	<hr/>	327 27

Stock and Tools.

Robinson & Griswold, 6 dozen brooms,	12 00
--	-------

Warren, Hart & Lesley, shovels, axes, &c.,.....	84 49	
D. B. Plum, awl hafts,	2 75	
Warren & Steele, 1 pair shears, 1 pair scissors,.....	1 25	
M. Noyes & Co., 20 sheets tin,.	4 00	
	<hr/>	104 49

Rations.

A. S. Perry & Co., invoice of molasses, rice and pork,	589 97	
H. H. Everest, flour and meal,	296 10	
C. C. Moore, carrot seed,.....	63	
Pine & Boyle, 26 bushels beans,	29 38	
John Summons, 100 bbls. prime beef,.....	772 50	
Monthly pay roll, paid for fresh beef,	49 21	
	<hr/>	1,737 79

Clothing and bedding.

D. B. Plum, invoice of leather,	218 56	
Woodburn & Dey Ermand, in- voice of merchandize,.....	52 48	
W. Frothingham, 1 doz. hats,..	8 18	
Grange Sard, suspenders, but- tons, &c.,.....	11 63	
Grange Sard, 1 doz. vests,	13 50	
M. S. Lewis, 1 doz. suspenders,	63	
Pine & Boyle, combs, pins, &c.,	68	
Monthly pay roll, 2 second hand vests,	1 50	
	<hr/>	306 66

Fuel and lights.

Robinson & Griswold, oil,.....	531 44	
Gregory & Co., lamps,	8 50	
C. C. Moore, 1 lantern,.....	75	
	<hr/>	540 69

Hospital and medicines.

Robinson & Griswold, medicines,	84 42	
A. S. Perry & Co., 1 barrel sugar,	14 40	
D. Lathrop, 2 galls. brandy,...	6 50	
G. A. Miller, medicines,	20 74	
C. C. Moors, 8 $\frac{1}{2}$ burgundy pitch		
$\frac{1}{2}$ lb. oil peppermint,	2 08	
Theo. A. Peck, medicines,	3 50	
Monthly pay roll, crackers, ...	2 50	
		134 14

Discharge of convicts.

John D. Hagar, St. Lawrence co.,	4 00	
A. Modine, do do	4 00	
J. Budry, do do	4 00	
Jos'h Thomas, Essex do	2 00	
John Collins, Albany do	5 40	
Henry Roat, Sullivan do	8 40	
Isaac Newton, Saratoga do	4 63	
Chas. Ferguson, Jefferson do	8 00	
		40 43

Salaries of officers.

Monthly pay roll of officers one month,	579 14
Pay of guards, monthly pay roll, one month,	754 40

Teams and keeping.

Geo. A. Miller, 1 mare, \$75, bridle and halter, \$1,	76 00	
Monthly pay roll, expenses of teamster with team to Plattsburgh,	88	
		76 88

Storage and freightage.

W. H. Myers & Co., cartage of iron,	25
---	----

M. S. Lewis, cartage of 9, $\frac{1}{4}$ tons mdse from Plattsburg, ..

24 94

25 19

Miscellaneous.

Robinson & Griswold, 1 box shaving soap,

2 00

A. S. Perry & Co., 4 kegs of tobacco,

107 26

D. B. Plum, interest and cartage,

10 02

Wm. Thorburn, vegetable seeds,

1 25

Andrew Hull, administering oath to clerk,

13

E. Armstrong & Co., 1 barrel clover seed;

26 62

C. C. Moore, 1 flask,

10

S. Egerton, 34 loads of manure,

8 50

Asa Palmer, labor with self and team,

61 03

Thomas D. Gilson, expenses to Burlington for prison,

4 00

M. S. Lewis, services as referee,

1 00

Monthly pay roll, convicts' deposits refunded,

2 37

224 28

Machinery.

Robinson & Griswold, gum shelac, olive oil, &c.,

14 37

Warrens, Hart & Lesley, invoice of steel, &c.,

122 71

D. B. Plum, belt leather, ,

18 43

M. S. Lewis, 1 lb antimony, ...

25

Monthly pay roll, pay of pattern maker, blacksmith,

98 75

254 51

Averill mine.

Warrens, Hart & Lesley, 7 $\frac{1}{4}$ m. feet of safety fuse,

41 80

S. K. Sterne, powder and fuse, .

528 60

S. Egerton, 347½ cords wood,.	378 18	
Asa Palmer, labor,	3 63	
W. H. Myers & Co., 5,120 lbs.		
clay,	6 41	
R. H. Bradley, work digging		
trench,	1 00	
Monthly pay roll, pay of engi-		
neer, separator, carpenter, &c.	141 54	
	<hr/>	1,141 16
<i>Pl nk road.</i>		
Stephen Turner, cutting and draining	608	
logs,		83 83
Balance in agent's hands,		1,811 29
		<hr/>
		<u>\$8,360 15</u>

STATE OF NEW-YORK, } ss.
Clinton county,

Issac N. Comstock, agent, and Thomas D. Gilson, clerk, of Clinton state prison, being duly sworn, depose and say, that the foregoing account is correct and true according to the best of their knowledge and belief.

ISAAC N. COMSTOCK,
 THOS. D. GILSON.

Subscribed and sworn before me, this }
 9th day of December, 1850. }

B. C. HOPPER, *Justice of the Peace.*

CLINTON PRISON, }
July 1, 1850. }

To the Board of Inspectors:

The agent respectfully reports that the following is a true statement of the monies received and expended for general support &c. of said prison during the month ending June 30th, 1850.

1850.	To balance from last month brought forward,	\$118 29
June 1.	cash received this month as follows:	
29.	State Treasurer on appropriations,	500 00
	sundries, beef, coal, soap &c. sold	46 48
	blacksmith's shop work done for Geo. L.	
	Sergeant,	4 94
		<hr/>
		<u>1,369 71</u>

1850. Cash expended for general support, &c.

Building and Repairs.

June 30. Monthly pay roll, 324½ bushels lime,..... 8 20

Rations.

James H. Gilson, 10 lb. pepper,	1 46	
H. H. Everest, 9,976 lbs. flour		
and meal,.....	193 86	
Monthly pay roll. Monthly ra-		
tions of fresh beef,.....	43 24	
	<hr/>	238 56

Clothing and bedding.

Monthly pay roll. 35 prs. socks,	7 29	
1 coat for discharged convict,	2 50	
	<hr/>	9 79

Hospital and medicines.

Monthly pay roll. 230 crackers,	1 00	
1½ lbs. trout,	15	
	<hr/>	1 15

Discharge of convicts.

Monthly pay roll. Milo Capron,		
Oswego co.....	12 00	
Ira Peters, Herkimer co.....	6 90	
Dexter Bailey, Essex co.....	5 00	
Willard Rudd, Madison co....	10 00	
William Blake, do ...	3 40	
	<hr/>	39 30

Salaries of officers.

Monthly pay roll of officers. 1 month.....	570 81
--	--------

Pay of guards.

Monthly pay roll of guards. 1 month,.....	798 76
---	--------

Teams and keeping.

Benedict & Burk, harness, collars &c.....	19 75
---	-------

Storage and freightage.

Monthly pay roll, transportation on lead,..	25
---	----

Miscellaneous.

James H. Gilson, expenses to Plattsburg and returning (over night).....	1 25	
Monthly pay roll. Convict de- posit refunded,.....	2 78	
		<hr/> 4 03

Averill mine.

Asa Palmer, 67 cords of wood	82 90	
Monthly pay roll, pay of pattern maker, foreman in separator &c.	132 35	
		<hr/> 215 25

Machinery.

Monthly pay roll, pay of pattern maker and blacksmith,.....	81 37
--	-------

Plank road.

St. John B. L. Skinner, 130 logs,.....	13 00
Balance in agents hands,.....	1,369 49
	<hr/> <hr/> \$3,369 71

STATE OF NEW-YORK, }
Clinton County, } ss.

Isaac N. Comstock, agent, and Thomas D. Gilson, clerk of Clin-
ton State Prison, being duly sworn, depose and say that the foregoing
account is correct and true according to the best of their knowledge
and belief.

ISAAC N. COMSTOCK.

THOS. D. GILSON.

Subscribed and sworn before me }
this 9th day of Dec. 1850. }

B. C. HOPPER, *Justice of the Peace.*

CLINTON PRISON, }
August 1st, 1850. }

To the board of Inspectors:

The agent respectfully reports that the following is a true statement of the monies received and expended, for the general support &c., of said prison, during the month ending July 31st, 1850.

1850.

July 1. To balance from last month's account, bro't forward,		\$1,369 49
Cash received this month as follows :		
State Treasurer, on appropriation,		1,500 00
<i>Sundries.</i>		
Lime, acid, &c. sold,		5 09
<i>Visitors.</i>		
Thirty-eight persons,		9 50
<i>Averill mine.</i>		
George H. Parsons, ore,		11 35
		<hr/> \$2,895 53 <hr/>
Cash expended for general support, &c.:		
<i>Stock and tools.</i>		
Monthly pay roll, sundries,		22 76
<i>Rations.</i>		
J. L. Judson, 40 bbls. pork,	452 50	
Cook & Wing, molasses, rice and pepper,	183 95	
Monthly pay roll, fresh beef, ..	41 82	
	<hr/>	678 27
<i>Clothing and bedding.</i>		
Sheldons & Wood, invoice of merchandise,	266 52	
Monthly pay roll, $\frac{1}{4}$ dozen of socks,	2 29	
	<hr/>	268 81

Hospital and medicines.

Cook & Wing, 56 lbs. tea,	22 40	
Monthly pay roll, crackers, &c.,	3 20	
	<hr/>	25 60

Discharge of convicts.

Monthly pay roll, Terrence		
Grimes, Ulster county,	9 00	
Monthly pay roll, Edward Kol-		
enburg, Albany,	5 40	
	<hr/>	14 40

Postage and printing.

S. B. Fairman, painting labels,		
&c.,	2 50	
J. H. Gilson, 1 quarters postage,	16 02	
	<hr/>	18 52

Salaries of officers.

Monthly pay roll of officers, one		
month,		533 31

Pay of guards.

Monthly pay roll of guards one		
month,		760 34

Miscellaneous.

Cook & Wing, tobacco, &c. . . .	118 65	
Monthly pay roll, paid for labor		
in surveying State lot,	50	
	<hr/>	119 15

Machinery.

Monthly pay roll, pay of pattern		
maker and moulder,		83 37

Averill mine.

Monthly pay roll, pay of engi-		
neer and miner,		96 85

Plank road.

Daniel R. Johnson, surveying		
route,	22 50	
Balance in agent's hands,	251 55	

\$2,895 43

STATE OF NEW-YORK, } ss.
Clinton county, }

Isaac N. Comstock, agent, and Thomas D. Gilson, clerk of the Clinton State prison, being duly sworn, depose and say that the foregoing account is correct and true, according to the best of their knowledge and belief.

ISAAC N. COMSTOCK,
 THOS. D. GILSON.

Sworn and subscribed before me, }
 this 9th day of Dec., 1850. }

B. C. HOPPER, *Justice of the Peace.*

CLINTON PRISON, }
 Sept'r 1, 1850, }

To the Board of Inspectors:

The agent respectfully reports that the following is a correct statement of the moneys received and expended for the general support &c. of said prison, during the month ending Aug. 31, 1850.

1850.

To balance from last month's account, brought forward, ...		\$251 55
Aug. 1.	Cash received this month, as follows:	
29.	State treasurer on appropriation,	3,000 00
<i>Sundries.</i>		
	Various articles sold,	8 11
<i>Machine shop.</i>		
	Spaulding & Sons, borings,	12
<i>Visitors.</i>		
	28 persons,	7 00
<i>Convict deposit.</i>		
	John Misfortune,	31 50
<i>Averill mine.</i>		
	George N. Parsons, ore, ..	531 45
	Jackson, Morgan & Co., do ..	244 35
	Platt & Boynton, do ..	519 38
	Hart, Bailey & Co., do ..	71 92
	A. Norris,	22 86
		<hr/>
		1,389 96

Interest account.

George H. Parsons, interest,...	\$10 88
Jackson, Morgan & Co. do	3 40
Platt & Boynton, do	4 25
Hart, Bailey & Co., do	1 26

19 79

\$4,708 03

Cash expended for general support, &c.

Building and repairs.

M. Morehouse, 2,400 brick,...	14 40
Vilas & Crosby, nails,	52 00
Fitch & Cook, nails,	61 09
Monthly pay roll, 2,160 bushels lime,	10 24

137 73
Stock and tools.

Vilas & Crosby, stove pipe, tin, &c.,	41 73
Fitch & Cook, shovels, pipe, &c.,	17 13
Burton & Clarke, scythe, snath, &c.,	1 56
Monthly pay roll, 2 horn combs,	75

61 17
Rations.

Fitch & Cook, turnip seed,	38
Monthly pay roll, beef,	30 15

30 53
Clothing and bedding.

Vilas & Crosby, 25 dozen woollen socks,	62 50
Monthly pay roll, 1½ doz. wool- len,	3 13

65 63
Fuel and lights.

Vilas & Crosby, 1 gross matches,	63
----------------------------------	----

Hospital and Medicines.

Monthly pay roll, crackers,	1 25
----------------------------------	------

Discharged convicts.

Monthly pay roll, Alexander de Rosier, St. Lawrence county,	4 00	
Monthly pay roll, Charles Benold, Albany,	5 40	
Monthly pay roll, Wm. Parish, Washington,	5 00	
	<hr/>	14 40

Postage and stationery.

Vilas & Crosby, paper and quills,	2 17
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Salaries of officers.

Pay roll of officers, 1 month,	617 48
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Pay of guards.

Pay roll of guards, 1 month,	771 86
------------------------------------	--------

Storage and freight.

Monthly pay roll, paid transportation 7½ tons merchandize from Plattsburgh,	21 04
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Miscellaneous.

G. L. Sergeant, expenses,	8 51	
Christopher Blake, guard duty paid*by him while shoeing State horses,	1 19	
Thomas D. Gilson, expenses,..	2 23	
Monthly pay roll, paid watching fire, &c.,	2 50	
	<hr/>	14 43

Machinery.

Vilas & Crosby, iron, &c.,	9 80	
Fitch & Cook, steel and iron, &c.,	75 38	
Monthly pay roll, 22½ days, pattern maker,	38 94	
	<hr/>	124 12

Averill mine.

Monthly pay roll, paid laborers,	61 60
--	-------

Plank road.

Monthly pay roll, paid S. Trimmer, cutting and drawing 106 $\frac{1}{4}$ logs,	58 70
Balance in agent's hands,	2,725 29
	<hr/>
	\$4,708 03
	<hr/>

STATE OF NEW-YORK, }
Clinton county, . } ss.

Isaac N. Comstock, agent, and Thomas D. Gilson, clerk of the Clinton State prison, being duly sworn, depose and say, that the foregoing account is correct and true, according to the best of their knowledge and belief.

ISAAC N. COMSTOCK,
THOMAS D. GILSON.

Subscribed and sworn before me, this }
9th day of December, 1850. }
B. C. HOPPER, *Justice of the Peace.*

CLINTON, PRISON, }
1st October, 1850. }

To the Board of Inspectors :

The agent respectfully reports that the following is a true statement of the monies received and expended for the general support of said prison for the month ending the 30th September, 1850.

1850.

To balance from last month's account brought forward,	2,725 29
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Sept. 1. Cash received this month as follows :

Sundries.

30 Boards, lard, nails, &c., sold, ..	7 87
---------------------------------------	------

Visitors.

88 persons,	22 00
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Convicts' deposits.

John H. Price,	5 00
Sullivan Worden,	25
	<hr/>
	5 25

Blacksmith shop.

Sept. 30. Asa Palmer, smith' work,	\$34 45	
Pine & Boyle, do do	45 63	
	<hr/>	\$80 08

Averill ore bed.

Geo. H. Parsons, ore,		150 00
Balance due I. N. Comstock,		
agent,		126 42
		<hr/>
		\$3,116 91
		<hr/>

Cash expended this month as follows :

Building and repairs.

Monthly pay roll, 2,000 bu. lime,	667
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Rations.

O. D. Hilliard, 27 bushels rye,		
and cartage, &c.	21 16	
Pine and Boyle, manure for gar-		
dens,	11 25	
O. D. Hilliard, 14 bush rye, cart-		
age, &c.	10 08	
Monthly pay roll, beef,	30 85	
	<hr/>	73 34

Clothing and bedding.

S. & H. Mathews, 6½ doz. socks,	19 50
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Fuel and lights.

I. W. A. Turner, matches....	17
------------------------------	----

Hospital and medicines.

J. W. Turner, 2¼ lbs butter,	47	
Monthly pay roll, crackers,....	50	
	<hr/>	97

Discharge of convicts.

Monthly pay roll, James O.		
Gates, Oneida co.	8 00	
Paul Brown, Oswego co.,....	10 00	
Michael Garrity, Albany,	5 40	
	<hr/>	23 40

Postage printing and stationery.

J. W. and A. Turner, slate pencils,	10
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Salaries of officers.

Monthly pay roll of officers,..	580 65
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Pay of guards.

Monthly pay roll of guards,....	749 05
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Teams and keeping.

Eli Ayers, 1 yoke oxen,.....	\$100 00	
Jas. Ostrander, 1 neck yoke,..	1 50	
	<hr/>	101 50

Storage and freightage.

Monthly pay roll, cartage of 13,158 lbs mdse. for Plattsburg,	16 45
---	-------

Miscellaneous.

Asa Palmer, clearing and fencing 84 acres of land,	415 00	
Pine & Boyle, hewing and drawing 2 gate posts,	4 00	
Monthly pay roll, paid A. Parmelee expenses,	15 00	
Paid A. Parmelee, 3 days harrowing,	6 75	
Paid A. Parmelee, administering two oaths,	25	
	<hr/>	441 00

Machinery.

Belknap McKercher, & Campbell, 10 gross tons Lehigh coal,	57 50	
Monthly pay roll, paid J. C. Meyers, 25 days machinist,	43 75	
	<hr/>	101 25

Averill mine.

Pine & Boyle, cutting and drawing wood, timber, rafters &c.	\$160 62	
E. & J. D. Kingsland & co. invoice of iron,	118 59	
Goulding, Greene & Conroe, 1 spur wheel & boring,	46 66	
Monthly pay roll, pay of engineer &c.	49 47	
	<hr/>	375 34

Plank road.

S. J. B. L. Skinner, services in surveying and locating road,.	45 00	
Pine & Boyle, cutting and drawing 861 $\frac{1}{4}$ logs,	560 02	
Monthly pay roll, paid, O. J. Davis, 10 days teaming,	22 50	
	<hr/>	627 52
		<hr/>
		<u>\$3,116 91</u>

STATE OF NEW-YORK, }
Clinton county, } ss.

Isaac N. Comstock, agent, and Thos. D. Gilson, clerk of Clinton State Prison being duly sworn depose and say, that the foregoing account is correct and true according to the best of their knowledge and belief.

ISAAC N. COMSTOCK.
 THOS. D. GILSON.

Sworn and subscribed before me this }
 9th day of December 1850. }

B. C. HOPPER, *Justice of the Peace.*

SYNOPSIS

Of the Inventory of State Property at the Clinton Prison, on the 30th day of September, 1850, as taken and valued by Messrs. James H. Gilson and J. C. Myers, sworn appraisers.

Articles connected with the separator,.....	\$19,542 42
foundry,.....	3,029 03
iron and store house,.....	2,435 61
blacksmith's shop and Averill mine,.....	3,177 85
yard and barn,.....	3,811 67
saw mill,.....	1,653 35
machine and carpenter shops,.....	4,448 77
wash room and cellar,.....	613 78
store and clothes rooms,.....	3,827 81
guard and mess rooms,.....	288 25
chapel and library,.....	748 11
warden's house and keeper's hall,.....	211 68
prison hall and east section,	2,540 96
pattern room,.....	1,136 82
chaplain's office and dry room,.....	59 87
hospital and physician's office, ...	620 28
kitchens and shoe shop,.....	399 78
agent's and clerk's office,.....	407 15
scales for weighing, &c. &c.,	210 00
	<hr/>
	\$49,168 19
	<hr/>

STATEMENT,

Showing the expenditure of one hundred dollars drawn from the income of the Literature Fund, pursuant to the act passed December 14th, 1847, to purchase books for the use of convicts in State prisons.

Titles of books.	No. Vols.	Price per Vol.	Am't
Beveredge's Private Thoughts,.....	1	50	50
Dodd's Reflections on Death,.....	1	75	75
Drew on the Resurrection,.....	1	1 00	1 00
Owen on Spiritual Mindedness,.....	1	63	63
Calany on Inspiration,.....	1	1 25	1 25
Orton's Exercises,.....	1	50	50
Dwight's Travels, ..	4	1 00	4 00
Moral and Descriptive Essays,.....	1	87	87
Jameson's Winter Studies,.....	2	87	1 75
Lancaster on Education,.....	1	1 75	1 75
Copley on Slavery,.....	1	1 25	1 25
Police Crimes of the Metropolis,.....	1	2 50	2 50
Fishback's Philosophy,.....	1	1 75	1 75
Beddoe's Observations,.....	1	75	75
Search of Truth,.....	1	1 25	1 25
American Orators,.....	3	68	2 00
Clayton's Vindication,.....	1	1 00	1 00
Hoadley on Submission,.....	1	50	50
Laws of the Indians,.....	1	1 25	1 25
Harvey's Meditations,.....	1	20	20
Howard's Lazarettoes,	1	2 50	2 50
Census of the United States,.....	1	1 50	1 50
The Teetotaller's Companion,	1	2 50	2 50
Dunn's Collections,.....	2	87	1 75
Cooley's Egypt,.....	1	1 50	1 50
Derby's Tour in the United States,.....	1	75	75
Ellis' Madagascar,.....	2	1 75	3 50
Memoir of Martin,	1	75	75
Philosophy of Benevolence,.....	1	63	63

Title of books.	No. Vols.	Price per Vol.	Am't
Memoir of Sherbourne,.....	1	50	50
do Nettleeson,.....	1	75	75
Life of Wickliffe,.....	1	50	50
Melon on Slavery,.....	1	75	75
Arcott's Christian Religion,.....	1	75	75
The Art of Contentment,.....	1	50	50
Devotions of the Sick Room,.....	1	50	50
Beecher's view of Theology,.....	1	50	50
Bolton on the Choice of Company,.....	1	63	63
Fruit of the Spirit,.....	1	50	50
Blunt on the Seven Churches,.....	1	50	50
Chapman's Expositions,.....	1	50	50
Cecil's Remains,.....	1	63	63
Greatness of the Soul,.....	1	50	50
Christian Experience,.....	1	50	50
Christian Retirement,.....	1	63	63
Preaching and Hearing,.....	1	62	62
Cudworth's Intellectual System,.....	2	1 75	3 50
Wise on Atheism,.....	2	1 00	2 00
Sturges' Reflections,.....	1	1 50	1 50
Memoir of J. Aiken,.....	1	1 25	1 25
Allen's Life and Letters,.....	1	50	50
Memoir of Bedell,.....	1	75	75
do Hyde,.....	1	62½	62
do Cornelius,.....	1	75	75
Life of Fisk,.....	1	75	75
Life of Brainard,.....	1	1 75	1 75
Blunt's Elisha,.....	1	50	50
Life of Huss,.....	1	50	50
Eminent Females,.....	1	63	63
Walham's Gazetteer,.....	2	1 00	2 00
Bacchus,.....	1	75	75
Ireland's Welcome,.....	1	75	75
Bacon on Slavery,.....	1	50	50
Christian Sabbath,.....	1	38	38
South's Questions,.....	1	63	63
Kingsbury on the Sabbath,.....	1	50	50
History of New Holland,.....	1	1 00	1 00

Title of books.	No. Vols.	Price per Vol.	Am't
Howes Practical Theology,.....	1	1 00	1 00
Greys Mediatorial Reign,.....	1	1 25	1 25
Martins Dissertations,.....	1	88	88
Salvation of all Men,.....	1	1 25	1 25
Priestly Institutions,.....	1	1 25	1 25
Pecks Appeal,.....	1	63	63
Biblical Dialogues,.....	2	50	1 00
Memoir of Spencer,	1	50	50
Annals of the Poor,.....	1	40	40
Obligations of the World to the Bible,	1	75	75
Divine Thoughts,.....	1	40	40
Method of Prayer,	1	40	40
Life of Eaton,.....	1	1 50	1 50
Cheever on Capital Punishment,	1	50	50
Essay on Anger,.....	1	40	40
Mourner in Zion,	1	40	40
Sacred Philosophy,.....	4	75	3 00
Dunhams Astro-Theology,.....	1	63	63
Davison's Connections,.....	3	50	1 50
Butler's Analogy,	1	50	50
Dick on Covetousness,.....	1	50	50
Cromwell's Letters and Speeches,.....	1	2 00	2 00
Life of Andrew Jackson,.....	1	63	63
Life of Red Jacket,.....	1	2 50	2 50
Fremont's Expedition to California,.....	1	1 25	1 25
Webster's Dictionary,	4	31	1 25
Memoir of Haynes,.....	1	75	75
Jarvis's Sermons,.....	1	38	38
Steward's Reckoning,.....	1	50	50
Total vols.,	116		\$100 00

STATE OF NEW-YORK, } ss
 Clinton County, }

Isaac N. Comstock, and Thomas D. Gilson, clerk of Clinton State Prison, being duly sworn depose and say that the foregoing account is correct and true according to the best of their knowledge and belief.

ISAAC N. COMSTOCK,
 THOMAS D. GILSON.

Sworn and subscribed before me, this }
 9th day of Dec. 1850. }
 B. C. HOPPER, Justice of the Peace.

ORE SALES.

1849.

October 1.	To amount due for ore sold at this date,.....	449, 3, 3, 25,	at	\$4,	1,796 78	1,800 97
30.	To sales of ore this month,.....	402, 2, 3, 01,	at	4,	1,608 55	
Novemb. 30.	do	352, 1, 3, 14,	at	4,	1,408 38	
Decemb. 31.	do					4,813 71
	Tons,.....	1,203, 8, 2, 12				

1850.

January 31.	To sales of ore this month,.....	304, 2, 3, 02,	at	4,	1,216 55	312
February 28.	do	348, 2, 1, 18,	at	4,	1,392 48	
March 30.	do	537, 18, 2, 08,	at	4,	2,151 72	
	Tons,.....	1,190, 3, 3, 00				4,760 76

April
May
June

30.	To sales of ore this month,.....	121, 16, 3, 04,	at	4,	487 35	
31.	do	25, 3, 3, 16,	at	4,	101 18	
30.	do	36, 11, 1, 00,	at	4,	146 25	
	Tons,.....	183, 13, 3, 20				734 78

1850.

July	31.	To sales of ore this month,.....	90, 5, 3, 06	at	\$4,	316 02
August	31.	do do	232, 12, 1, 18	at	4,	814 16
Septemb.	30.	do do	300, 6, 3, 04	at	4,	901 02
Tons,.....			623, 5, 0, 00			
To discount and interest included in receipts as for ore sold,.....						
October. To amount due for ore sold at this date,						

2,031 20

\$14,141 41

1 63

\$14,143 04

1,988 20

STATE OF NEW-YORK, *Clinton County*, ss.

Isaac N. Comstock, agent, and Thomas D. Gilson, clerk of Clinton State Prison, being duly sworn, depose and say that the foregoing account is correct and true, according to the best of their knowledge and belief.

I. N. COMSTOCK,
THOS. D. GILSON.

Sworn and subscribed before me this {
9th day of December, 1850. }

ORE SALES.

1850.

Oct. 1. By cash received for ore sold during the fiscal year ending 30th Sept., (see agent's report,)	\$12,119 12
By amount due at this date for ore sold:	
To Henry K. Averill,	\$124 17
Caleb N. Averill,	03
Jackson Morgan & Co.	348 90
Hart, Bailey & Co.,	189 23
Spaulding & Son,	147 05
Hewitt, Stoddard & Platt, for Hart, Bailey & Co., Spauld- ing & Son, and Platt & Bo- garton,	416 70
Geo. H. Parsons,	24 28
Wm. H. Myers & Co.	483 57
Geo. H. Parson,	254 27
	<hr/>
	1,988 20
Amount received for ore in the fiscal year 1848 and 1849, and not delivered till the present year,	35 72
	<hr/>
	<u>\$14,143 04</u>

CLERK'S REPORT.

CLINTON PRISON, }
December 2d, 1850. }

To the Inspectors of State Prisons:

Gentlemen,—I hereby report that the number of convicts in the Clinton State Prison, on the first day of December, 1850, is one hundred and fourteen, who were employed as follows:

In the mine,	31
Separating ore,	31
Engineers,	4
Machine shop,	3
Saw mill,	2
Agent's waiter,	1
Kitchen,	4
Prison hall,	4
Hospital,	3
Invalids,	10
Sick,	1
Teamsters,	3
Chopping saw logs,	4
Shoe shop,	4
Tailors' shop,	3
Carpenters' shop,	2
Wash-room 1, barber 1,	2
Blacksmiths' shop,	1
Furnace,	1
Total,	114

The whole number of convicts remaining in prison on the first day of December 1849, was..... 124

The whole number received during the year was..... 39

Total..... 163

Discharged by expiration of sentence,..... 38
pardon,..... 5

Died,..... 3

Escaped,..... 3

Remaining in prison on the 1st day of December 1850,.. 114

Very respectfully,

your obedient servant,

THOS. D. GILSON.

PHYSICIAN'S REPORT.

CLINTON PRISON, }
November 30, 1850. }

To the Honorable, the Board

of Inspectors of Prisons of the State of New-York:

Gentlemen,—The annexed report exhibiting the sanitary condition of this prison for the year ending 30th November 1850 is respectfully submitted. The number prescribed for in and out of Hospital was as follows:

Month.	In Hospital.		Out of Hospital.		
	Whole no.	Daily av.	Whole no.	Daily av.	Excused from labor
December,...	2	$\frac{1}{4}$		$8\frac{1}{2}$	
January,.....	2	$\frac{1}{2}$		$11\frac{1}{2}$	
February,....	3	$1\frac{1}{2}$		$13\frac{1}{2}$	8
March,.....	5	$3\frac{1}{2}$		$14\frac{1}{2}$	16
April,.....	4	$2\frac{1}{2}$		$14\frac{1}{2}$	11
May,.....	8	3	70	$2\frac{1}{2}$	8
June,.....	9	$6\frac{1}{2}$	65	$2\frac{1}{2}$	6
July,.....	8	$4\frac{1}{2}$	70	$2\frac{1}{2}$	5
August,.....	5	$4\frac{1}{2}$	60	2	6
September,...	7	$2\frac{1}{2}$	55	$1\frac{1}{2}$	4
October,.....	5	$3\frac{1}{2}$	60	2	3
November,...	5	$2\frac{3}{4}$	45	$1\frac{1}{2}$	2

Deceased, 3.

William Allen, as reported by my predecessor, was admitted to hospital January 24th, and died on the 26th of the same month, of paralysis and debility.

Benjamin Wait, admitted to hospital June 28th, had been from infancy subject to frequent paroxysms of epilepsy. They continued with increasing severity until his death, which occurred July 5th.—

Post mortem examination showed extensive cerebral disease, mollities, hydrocephalus, and considerable depositions of pus.

William Walsh, admitted to hospital July 28th, had been for some months suffering from affection of the liver, probably the sequel of inflammation, and ascites consequent upon it. On admission to hospital the disease had assumed a more acute form ; remedies were administered, to no effect. He died Aug. 26th, after twice submitting to paracentesis.

The health of the prison at the present time is better than at any other, since my connection with it. But one patient remaining in hospital, Dominique Wright, aged 74, whom time, devoted to dissipation, has borne beyond the reach of remedies, and whose earthly obligations must soon be cancelled.

From the above table there appears to have been a greater amount of sickness during the months of May, June and July, than at any previous time ; but this seeming increase resulted from removing to the hospital those who had before been reported out patients, unable to labor from chronic disease.

The amount of sickness reported (while the number of convicts has averaged but 18,) would warrant the conclusion that there is something in the locality of the prison, or labor of convicts detrimental to health, but the following list of invalids, comprising a majority of those who have applied for treatment, most of whom came to the prison with broken constitutions and bad health, and all of whom are now laboring under more or less aggravated forms of chronic disease, accounts satisfactorily for the number of daily prescriptions. But three cases of acute disease, and those of a very mild and manageable character, have occurred since my connection with this prison.

TABLE OF INVALIDS.

Names.	Date of admission to Prison.	Health when admitted.	Habits of life
John Sagar,	Sept. 9, 1849,	not good,	intemperate.
P. F. Gerald,	April 3, 1849,	broken constitution, .	do
Henry Worden,	Feb. 4, 1850,	do	do
Charles R. Duel,	May 23, 1850,	very bad,	do
William Osgood,	" 6, 1849,	indifferent,	do
H. N. Morgan,	Nov. 6, 1850,	very bad,	temperate.
John Willard,	Oct. 9, 1849,	not good,	intemperate.
Joseph Williams,	Nov. 21, 1845,	do	do
Louis Squire,	Feb. 14, 1850,	indifferent,	do
James Stuart,	" 24, 1849,	not good,	temperate.
John Osborn,	May 16, 1849,	good,	intemperate.
James Brannan,	" 3, 1850,	ruined constitution, .	do
George Meacham,	" 6, 1848,	good,	do
William McDonald,	Oct. 1, 1850,	bad,	do
Nathaniel Peck,	Jan. 2, 1847,	do	temperate.
John Thompson,	Drafted.	good,	intemperate.
James McCrady,	June 16, 1845,	not good,	do
John Jackson, . . . . .	. . . . .	do	do
Samuel Irish,	Mar. . . 1849,	good,	do
John Banks,	Sept. . . 1845,	do	temperate.
Dominique Wright,	" 15, 1845,	aged 74 years,	intemperate.
Alonzo Reynolds,	June 26, 1850,	poor,	do
Chandler Bates,	Oct. 9, 1848,	bad,	do
J. J. Reynolds,	Dec. 1, 1849,	not good,	do
James Hamilton,	Drafted.	good,	do
James Conner,	Feb. 17, 1848,	bad,	do
Allen Cora,	April 1, 1849,	do	do
James Willer,	Feb. 12, 1850,	feeble,	temperate.
John Misfortune,	June 28, 1850,	very bad	intemperate.
Leonard Knapp,	April 17, 1850,	feeble,	do
Philander Smith,	Sept. 19, 1846,	not good,	do
Daniel Newton,	April 25, 1849,	do	do
Edward Hales,	Drafted.	do	do
Joseph Thayer,	Oct. 21, 1850,	do	temperate.

Nearly all the medical treatment required for out patients (except for invalids), is for diarrhœa, which prevails among those who are otherwise strong and able to labor. I can trace this complaint to no other cause than the daily use of molasses as a diet. I am confirmed in this opinion from the fact that a cure can usually be effected by substituting for it other food. Many convicts who dislike to visit the hospital, and who are aware of the injurious effects of this article, choose rather to fast than suffer from the consequences of partaking of it. In consideration of this inconvenience, I would respectfully submit for your consideration the following suggestion :

Place upon lands now under cultivation belonging to the state, a sufficient number of cows to furnish milk to be used in lieu of molasses, a diet more acceptable to convicts, more conducive to their health, and less expensive. The food in other respects is substantially what it should be, not only proper in kind, but through the care used in its selection, of the best quality.

In regard to medicines, although but a small quantity has been required, the dispensary has been furnished with an ample assortment, and, with few exceptions, of the best quality.

To enhance the facilities for medical treatment, the hospital, a well constructed, well ventilated apartment, through the vigilance of the agent, (Mr. Comstock,) has been made to assume a character of neatness, and convenience, rendering it eminently adapted to the purposes for which it was designed. A shower bath has been constructed ; rooms appended for those whose health will not admit of their being retained in their cells, and whose uncomfortable dispositions render them unsafe in the hospital sick ward, and a very important improvement made in the furniture, by the substitution of compact and neat iron bedsteads, in place of the wood frames, and cots, which possessed none of these qualities.

Respectfully, your

obedient servant,

D. A. RAYMOND, *Physician*,

HOSPITAL REPORT

For the year ending November 30, 1850.

NAMES.	Nativity.	Occupation.	Crime.	Date of ent. into Hosp.	Dis. from Hospital.	Admission to Prison.	Time in co. Jail	Disease.
John Banks, *†	New York,	24 Machinist.	Burglary.	Dec. 19 '49	Dec. 30, '49	Sept. 1845	3 weeks	Gastritis
John Ryan, †	do	41 Miner.	Asst to rav'sh	Dec. 20, '49	Jan. 3, '50	July 4, '46	2 mths,	Contusion of head.
William Allen, †	do	61 Invalid.	P. larceny.	Jan. 24, '50	Jan. 26, '50	Jan. 6, '50	2 mths,	Paralysis debility.
Peter Haner, †	do	30 Machinist.	Forgery.	Feb. 14, '50	Apr. 12, '48	Apr. 12, '48	5 days.	Lumbago.
George Meacham, †	do	27 Miner.	Burglary 3d d.	Feb. 17, '50	Sep. 4, '50	May 6, '48	8 mths,	Chren. Gastritis.
James Boudreau, †	Canada,	19 Stampers.	do	Feb. 24, '50	Mar. 25, '50	May 6, '48	3 mths,	Pleurisy.
John Hager, †	New York,	30 Machinist.	Forgery.	Mar. 14, '50	Apr. 4, '50	May 6, '48	do	Pericarditis, Epilepsy.
John J. Reynolds, †	Ireland,	33 Separator.	do	Mar. 28, '50	Apr. 14, '50	May 26, '48	2 do	Hemorrhoids.
James Brannan, †	do	28 Laborer.	G. larceny.	May 17, '50	June 19, '50	May 2, '50	6 do	Second Syphilis.
Converse Doe, †	Troy, N. Y.	21 Miner.	Kobbery.	May 16, '50	May 28, '50	Feb. 24, '49	4 do	Gastric Fever.
P. Filtz Gerald, †	Ireland,	26 Machinist.	False pret'ce.	May 18, '50	July 18, '50	Apr. 14, '49	1 mth.	Fracture Leg.
Edward Kolenburg, †	Germany.	42 Laborer.	Forgery.	May 28, '50	June 28, '50	Mar. 20, '49	4 days.	Inflamed Eyes, Cataract.
John Banks, *†	N. Y. city.	24 Miner.	Burglary.	May 29, '50	Sep. 1, '50	Sep. 23, '45	3 weeks	Incep. Phthisis Pulmonalis
William Parish, †	New York,	29 Blacksmith.	Rape.	May 26, '50	June 30, '50	May 25, '45	5 do	Purulent Ophthalmia.
Nathaniel Peck, †	do	43 Shoemaker.	Burglary.	May 22, '50	June 20, '50	June 2, '47	4 mths,	Rheumatism.
John Osborn, †	Ireland,	35 Miner.	G. larceny.	June 20, '50	Nov. 25, '50	June 16, '47	3 do	Incep. Phthisis.
Beman Wall, †	New York,	23 do	Asst at. to kill	June 28, '50	July 5, '50	Oct. 8, '48	do	Hydrocephalus.
Sullivan Warden,*	England,	33 Mechanic.	Bigamy.	July 7, '50	July 17, '50	Oct. 22, '46	2 mths,	Gastritis.
Chandler Bates, †	Vermont.	42 Joiner.	Forgery.	July 14, '50	July 31, '50	Oct. 9, '48	6 weeks	Chronic Hepatitis.
William Walsh, †	New York,	20 Miner.	Manslaughter	July 29, '50	Aug. 25, '50	Dec. 6, '49	1 day.	Anasarcha.
John Misfortune, †	N. Y. city.	32 Invalid.	G. larceny.	Aug. 1, '50	Aug. 27, '50	June 28, '50	1 mth.	Second Syphilis.
Michael Garrety, †	Ireland,	26 Stone cutter	do	Sep. 3, '50	Sep. 13, '50	Sep. 22, '45	1 mth.	Dysentery.
John Butler, †	do	24 Miner.	Highway rob.	Sep. 14, '50	Nov. 18, '50	Apr. 1, '49	6 days.	Fracture Leg.
James Hamilton, †	New Jersey,	34 do	Burglary.	Sep. 26, '50	Sep. 30, '50	Sep. 23, '43	1 mth.	Cholera Morbus.
Peter Snider, †	Ireland,	62 Laborer.	G. larceny.	Sep. 2, '50	Sep. 14, '50	Oct. 6, '48	do	Diphtheria.
James Brannan, †	New York,	28 do	do	Oct. 1, '50	Nov. 16, '50	May 3, '49	6 mths,	Syphilitic Ulcers.
Clark Barnall, †	Scotland,	24 Miner.	do	Oct. 15, '50	Oct. 25, '50	Feb. 24, '49	10 do	Lame side from old injury.
James Stuard, †	Ireland,	24 do	Burg. 2d deg.	Oct. 29, '50	Nov. 23, '50	Sep. 14, '47	7 weeks	Onanism Debility.
Dominique Wright, †	Ireland,	74 do	G. larceny.	Nov. 24, '50	Nov. 24, '50	Sep. 14, '47	7 weeks	Gravel.

All Males; color, white.

† Admitted with Scrofula.

‡ Intemperate.

§ Not afflicted with Scrofula.

CHAPLAIN'S REPORT.

CLINTON PRISON, }
Dec. 1, 1850. }

To the Inspectors of State Prisons :

Gentlemen,—As another year has fled since my last report, the statute now demands a similar document which I here tender you.

LABOR.

During the last year I have supplied the desk in the chapel every Sabbath morning with my own services, or by those of other teachers, and by the latter, but in three instances. In the afternoons of the Sabbath with but few exceptions, from two to four hours have been devoted to personal conversation with prisoners on religious subjects.

The hospital with nearly as few failures has been daily visited, the sick conversed and prayed with, and all proper seasons for giving appropriate advice through the week improved, the allowed correspondence between the convicts and their relations maintained, books taken care of, and the cells examined weekly for this purpose, the blessing craved at the table, the school prosecuted, and all other official duties in my department received attention. These duties I say have been done, but *how* done remains for you to decide, that others might have done them better I have not the vanity to deny, but am sincere in the declaration that it has been my constant study and aim to do right.

FRUITS OF LABOR.

That some moral good has resulted from the services detailed, however imperfect, no one well acquainted with the prison I think will doubt. *Some* good, I say, but I wish truth would allow me to tell you of more. The general quietude among convicts, then their

courtesy to each other when at work in companies, the respectful and even affectionate terms they employ when speaking to me of the agent and keepers, the few calls for correction to maintain order, and the checks given to profaneness, facts which cannot be denied, all combine to show an advance in civility and morals, and which I attribute to the united influence of religious instruction and the discreet management of the agent, sustained by the officers in general. For the last year the mass have exhibited all the contentment, cheerfulness, and obedience, which we could expect to find in a prison. The three individuals who escaped and not returned, did not abscond under the pretence of ill treatment, but from the workings of the same lawless spirit which brought them here. Two were notorious villains, ever despising all motives to reform, and one of them evidently influenced the third to leave. But the departure of these men has not, so far as we could learn, produced the slightest disorder or disobedience with the rest.

HOPEFUL CONVERSIONS.

Having treated quite largely on this subject the last year, I shall but briefly state that during the year six convicts have given their relation to me, professing to have embraced the Saviour, four of this number excel the others in the amount of evidence they furnish of a converted state. I know no man's heart perfectly, and may therefore be deceived, but consider it my duty to think charitably of their reform, till facts in their conduct oblige me to think otherwise.

Several others at particular periods have been in a thoughtful state, disposed to enquire seriously into the import of the Bible, the nature of their duty, and of the best uses they could make of their confinement. Some such enquirers we have now, but they are not nor do they profess to be christians, "When they know their Lord's will but do it not," in imitation of thousands in better circumstances.

DIFFICULTIES TO THE CHAPLAIN.

It would be unreasonable for the public to expect as many true conversions in prison as among other populations of equal numbers, though the means to accomplish it were as ably, and assiduously employed and even more so. One class of convicts came here under the embarrassment of almost total ignorance, having had no instruction from their parents, or guardians on religious subjects. They have come up from

their cradles of themselves, (as they observe), knowing little or nothing respecting God and the Bible. Another class is composed of broken down professors of religion, who have been ex-communicated from churches, or have turned themselves out of them. Another class comprising youth, and the middle age, have had the advantages of domestic religious instruction, preaching, and Sabbath schools, but have counteracted this education, and entered the path of vice which conducted them here. These convicts often betray considerable emotion when admonished, and reference to a father's prayers, and a mother's entreaties being made, the hardened felon is seen to weep. It is with this number the chaplain has ordinarily the greatest encouragement, yet from too many of these we often hear the doctrine that the devil has introduced into all of our prisons, *that a prison is no place to obtain religion*. Thus they come without piety, pronounce its attainment here impracticable, and therefore will probably despise it when released. There is one more class to be mentioned (the smallest I am sure) who are professed infidels, and scoffers. These convicts avail themselves of every opportunity before their fellows, when they dare, to express their perfect detestation of the Bible and its precepts, and as there has been no divorce as yet between infidelity and crime, these persons resolve on finding a full remuneration for their present loss of time and privileges, when released, by their former illegal methods of making money. Indeed one of these when reproved for his wicked intentions said to me, "I shall not consent to bear the odium of theft without the emolument."

You have now, gentlemen, the mass of materials upon which the chaplain must operate, the rocks upon which he is to use the hammer of Bible truth. To these men he must preach from Sabbath to Sabbath, reason and pray, at every convenient season. But even in such a forbidding company, if faithful to his charge, he may hope for the true reform of individuals, and many others to become so softened in their tempers, and reformed in their habits, that they will be quiet here and prove themselves to be better citizens when discharged. Here lies his encouragement.

We have a few in prison, who soberly and steadily declare their conviction of having received real benefits as the fruits of their imprisonment, and the same sentiments have been communicated to me in letters from some discharged; they confess that previous to their

arrest such were their engagements and associations, their distance from all correct notions of justice and morality that they rarely thought of their Maker but to profane His name, or of their fellow beings without plotting some undue advantage against them. But now their cells prove convenient apartments for study, repentance, tears, prayers, and resolutions of amendment.

By far the greatest number of convicts seem to appreciate our large and well selected library, availing themselves of all leisure hours to read, and keep their books with commendable care.

The school has been continued through the year under the tuition of Albert V. Balch, to the satisfaction of the agent and all concerned, and from the tabular report it will appear, that an honorable reduction of the number that can not read, has been made since the last year.

TEACHER'S REPORT.

To Rev. A. PARMELEE :

It is with pleasure that I comply with your request, and it affords me much satisfaction in being able to report the good success which has attended my instructions.

As you are well acquainted with the manner in which the convicts are taught, you will readily perceive that that degree of improvement could not be expected which would otherwise be attained, could the men have been arranged in classes, for the reason that the instruction imparted to each singly, could have been given to a number at once, and therefore a saving of time would have been the result, and many more could have been admitted to share the benefits of the school which could not be, for the want of time.

As a whole, good improvement has been the result, and in some instances remarkable attainments have been made, one case in particular, a German, who a year ago knew nothing of the English language, can now read, spell, and write, with an ease and correctness not to have been expected in so short a time. At his request I have remained after the usual time devoted to the school had expired, and given him instruction in English grammar, by which he has progressed very rapidly.

Much interest has been manifested by most under instruction, which could plainly be observed by their expressions of gratitude, and also by their devotedness to their studies.

I have devoted more time to those learning to read, than to any other, because I consider it of more importance that men should at least be able to read. I have also given those who have desired instructions in writing copies upon their slates. In arithmetic more particular attention has been given to those rules more immediately connected with ordinary business.

The books used are the same as were used the previous year, viz., Saunders' spelling book, Saunders' first, second and third readers, and Adams' arithmetic. The Bible has also been used by some as a reading book.

STATISTICAL TABLE.

Whole number under instruction the past year,	45
do at present under instruction,	30
do taught reading and spelling,	29
do taught writing,	9
do taught arithmetic,	23

Respectfully,

A. V. BALCH, *Instructor.*

TABLE No. 1.

<i>Countries where convicted.</i>	<i>No. from each.</i>
Schenectady,	17
St. Lawrence,	14
Washington,	13
Clinton,	13
Essex,	8
Saratoga,	7
Rensselaer,	8
Montgomery,	5
Columbia,	5
Albany,	5
Fulton,	4
Warren,	3
Ulster,	3

Madison,	2
Franklin,	2
Kings,	1
Schoharie,	1
Oneida,	1
New-York,	1
Jefferson,	1
Totals,	<u>114</u>

Age of prisoners.

	White males.	Colored males.
Under 30 years of age,	49	5
Between 30 and 40,	34	
Between 40 and 50,	11	
Over 50,	15	
Totals,	<u>209</u>	<u>5</u>

Nativity.

Natives of the United States,	79
“ Ireland,	17
“ Canada,	10
“ England,	3
“ Germany,	3
“ Scotland,	2
Total,	<u>114</u>

Mental culture.

Cannot read,	10
Read only,	29
Read and write,	42
Common education,	32
Classical,	1
Total,	<u>114</u>

Habits of life.

Temperate,	35
Intemperate,	79
Total,	<u>114</u>

Health on reception.

Good,	86
Indifferent and poor,	28
Total,	114
Were employed when arrested,	66
Were unemployed " "	48
Total,	114

Occupations.

Laborers,	39
Farmers and farm laborers,	18
Shoemakers,	6
Blacksmiths,	1
Butchers,	4
Boatmen,	6
Carpenters and Joiners,	2
Tailors,	3
Bakers,	1
Weavers,	3
Masons, painters and coopers,	4
Ostlers,	2
Millers,	2
Saddlers,	1
Stage drivers,	1
Plane makers,	1
Tin smith and pump makers,	2
Engravers,	1
Mill and wheelwrights,	2
Upholsters,	1
Tavern keepers and idlers,	4
Miner,	1
Tanner,	1
Cooks & waiters,	2
Stone cutters,	1
Lawyers & clerks,	3
Soldier,	1
Talesman,	1
Total,	114

Duration of sentence.

For 2 years and under,	24
2 " 3,	17
3 " 4,	16
4 " 5,	18
5 " 6,	17
6 " 7,	3
7 years,	3
8 "	1
9 " and under 10,	1
10 " " 11,	12
20 "	1
Life,	1
Total,	114

Number of times committed.

Under 1st sentence,	101
2d term,	11
3rd term,	2
Total,	114

Social state.

Married,	49
Unmarried,	65
Total,	114

The preceding tables have been made as accurate as possible, and with one exception, as full as the statute requires. The exception is the report on the *social state*. This term being general, is capable of such extensive application, that it may be made the basis of a much longer report than expected, requiring some patience to read or publish, and without, as it seems to me, securing any very valuable results. I have limited the term of my enquiries to the married and unmarried; if wrong let the censure fall on me, and praise be given to the other chaplains who have done better.

With due regards to the Inspectors, the agent and officers in general—sincere prayers for the proper regulation and moral prosperity of this and all of our prisons, and gratitude to the great Ruler of all for His protection and blessings during another year, this report is most respectfully submitted by

Your obedient servant,

ASHBEL PARMELEE, *Chaplain.*

State of New-York.

No. 14.

IN SENATE JAN. 27, 1851.

REPORT

Of the committee on the militia upon the bill authorising the expenditure of a portion of the proceeds of the sale of the arsenal and lot in the village of Malone.

Mr. Guinnip from the committee on the militia, to which was referred the Assembly bill entitled "An act authorising the expenditure of a portion of the proceeds of the sale of the arsenal and lot in the village of Malone in the county of Franklin," for the purpose of improving the "Arsenal Green" in said village

REPORTS :

That it appears that in the year 1819, Cone Andrus Esq., then a resident of said village of Malone, presented to the people of this State, two parcels of land situated in said village, the one containing four acres, upon the express condition that it should always be used as a public green and parade ground ; the other containing a little more than one eighth of an acre, upon the condition that it should always be used as an arsenal lot.

By an act passed at the last session of the Legislature, chap. 269, the Commissary General, was directed to sell the arsenal and arsenal lots, in certain counties of this State. The arsenal and lot in Franklin county came within the provisions of this act. The Com-

missary General has already offered this arsenal and lot for sale. The committee are satisfied that the two hundred dollars reserved in the bill, herewith reported is a fair equivalent for the value of the arsenal building, which was partially demolished by the British in 1813, but has since been repaired. It appears to the committee that the Green and parade ground is unclosed and uneven, and that it is the headquarters of the regiment. As the State loses nothing in the operation it is deemed both politic and just, that the remainder should be expended in the manner prescribed in the bill, thus giving effect to the benevolent intentions of the donor.

State of New-York.

No. 15.

IN SENATE, JAN. 27, 1851.

REPORT

Of the committee on grievances on the petition of Hiram Stone, for a re-appraisal of canal damages.

Mr. Curtis, from the committee on grievances, to which was referred the petition of Hiram Stone, asking a re-appraisal of damages sustained by him in the construction of the Erieville reservoir,

REPORTS:

That they have had the same under consideration. The petitioner states that he was the owner of a farm of about 80 acres, in the town of Nelson, in the county of Madison, being flat and hill land. That in the construction of the Erieville reservoir it became necessary for the State to appropriate about 19 acres of his land, which took all his flat land lying on the east side of the road leading from Erieville to Cazenovia, and some on the west side; that the waters of the reservoir flows through a culvert necessarily made under the road, and comes up to the house of the petitioner, so that when the reservoir is full the water will be in the cellar so as to render his house wholly unfit for a family to reside in. He also states that his house is valued at eight hundred dollars, which he considers a total loss, the appraisers not having awarded him any sum for the loss and damage to it.

The petitioner further states that the Canal Appraisers did not allow him as much for his land as it was worth, by the sum of ten

dollars per acre, and asks that a law may be passed for a re-appraisal of the damages which he alleges he has sustained by the appropriation of his land to the use of the State.

From the statements of the petitioner, and the evidence produced before the committee, they are of the opinion that some relief should be granted to him, still, as a general principle, the committee are aware that the State should not interfere with or set aside the appraisal and award of its officers, as they should always be supposed to be honest and faithful in the discharge of their duties, and disinterested as between the State and individuals, nor would they recommend it in this case were they of the opinion that full justice had been done the petitioners; and as there is no other way in which relief can be afforded him, the committee have come to a conclusion favorable to the prayer of the petitioner, and ask leave to introduce a bill accordingly.

JAMES C. CURTIS,
E. D. MORGAN,
G. B. GUINNIP.

State of New-York.

No. 16.

IN SENATE, JAN. 27, 1851.

REPORT

Of the committee on grievances, on the petition of Benjamin Richardson, Jr., for re-appraisal of canal damages.

Mr. Curtis, from the committee on grievances, to which was referred the petition of Benjamin Richardson, Jr., asking for a re-appraisal of damages sustained by him in the construction of the Erieville reservoir,

REPORTS:

That they have had the petition and the papers accompanying the same under consideration, from which they learn that the petitioner was the owner of a farm of about 80 acres, near the village of Erieville; that in the construction of the Erieville reservoir, the State appropriated about 45 acres of it, being the most valuable portion of same, leaving two small strips between the reservoir and the road; the expense of fencing them would be about as much as they were worth. That also on the portion so taken by the State there were two barns, which will have to be removed. The petitioner states that a large building used by him for a cider mill, and other purposes, is much injured by an embankment of earth being thrown up in front of it, rendering it difficult to reach except at a great expense. That in consequence of his not understanding the manner of stating his claim for damages before the Canal Appraisers, he neglected to put in a specific claim for damages to his cider mill, or for the injury to the two strips of land, and asks that a law

may be passed directing the Canal Appraisers to examine his whole case, and to award him such further damages as they shall deem just and reasonable.

From a careful examination of the whole matter, the committee are of the opinion that the statements made by the petitioner are true, and that the Canal Appraisers in appraising the damages sustained by him in the construction of the said Erieville reservoir, did not take into the account, nor did not appraise or award him any damage for the injury to the cider mill, or for the loss he will sustain on the two small strips of land thus detached from the other portions of his farm; and also believing that full justice has not been done the petitioner, the committee are of opinion that his prayer should be granted, and ask leave to introduce a bill accordingly.

JAMES C. CURTIS,
E. D. MORGAN,
G. B. GUINNIP.

State of New-York.

No. 17.

IN SENATE JAN. 29, 1851.

REPORT

Of the committee on claims on the petition of Robert Axon, for the payment of damages sustained by him by being thrown off a bridge over the Black River canal.

Mr. Schoonmaker, from the committee on claims, to which was referred the petition of Robert Axon, for the payment of damages sustained by him by reason of his being thrown off a bridge over the Black River canal,

REPORTS:

That the committee have had such petition under consideration, and find that it is alleged therein, that on the 16th day of November, 1849, the petitioner had occasion to cross the Black River canal, in the village of Rome; that while he was on the bridge, crossing over in a one horse wagon with his wife and child, his horse became frightened by the steam whistle of a locomotive on the railroad, and backed the wagon off the bridge into the canal. The petitioner, his wife, child, and the horse and wagon were all precipitated into the canal. The petitioner was much injured, clothes of all spoiled, the wagon broken, and the horse killed. It is also alleged that the accident was occasioned by a defect in the construction of the bridge, in not having a sufficient railing; that the regular bridge had been

removed early in the season, and a temporary one erected by order of the Commissioners, while a new one was being built. The temporary bridge was over one hundred feet long, and only about twelve feet wide. There was no railing on the bridge, and the only protection on the side was a stick some eight inches square. The petition then alleges that "in consequence of the neglect of some agent of the State, he has sustained a damage of more than three hundred dollars, for which he solicits compensation."

Public policy and the true interests of the State require that the character and nature of claims allowed directly, as between the citizen and the State, should not be necessarily increased. A large amount of the time of the Legislature is already occupied with action upon such claims as come legitimately before them for damages by reason of the direct action of the State. In such cases the Legislature is necessarily called upon to act, because without their aid the injured party would be remediless. Such necessity for their action however, does not exist in a case where the injured party has a perfect and complete remedy at law, by actions in the courts of justice against the agents of the State for the injuries which he may have sustained. And indeed in such cases the courts of law are the more appropriate tribunals for the trial and determination of such questions. The matter, if litigated before a jury, or between individuals, will be much more fully and satisfactorily sifted than it can be with ordinary course of legislation. Truth and justice can hardly, if ever, be sifted out and correctly adjudicated by an *ex parte* examination or investigation before the Legislature, or a legislative committee. And therefore, in the opinion of your committee, in all cases where the individual has his remedy against the agent of the State, it is not good policy for the State to take the matter out of the ordinary course of legal proceedings, assume the liability of the agent, and settle the claim upon a necessarily unsatisfactory, imperfect and *ex parte* examination.

This is no hardship for the citizen, for the State has furnished him by the institution of their courts of justice, and the laws which create the responsibility of the agent, with all requisite facilities to obtain redress, and have his damages carefully and impartially assessed. It is right so far as it regards the public officer, for if the injury has been sustained through his misfeasance or neglect of duty, he being the culpable party, is the one who should properly suffer and sustain the damages. It is true State policy, because such per-

sonal liability ensures a more vigilant and careful discharge of duty on the part of the public officer.

To refuse the allowance of such claims by the State, is in accordance with the usual practice of governments, and the established principles of law. It is laid down as a well settled and fundamental principle of law in Story on agency, section 319, that "it is plain the government itself is not responsible for the misfeasances, or wrongs, or negligences, or omissions of duty of the subordinate officers or agents employed in the public service; for it does not undertake to guaranty to any persons the fidelity of any of the officers or agents whom it employs; since it would involve it in all its operations, in endless embarrassments, and difficulties, and losses, which would be subversive of the public interests." The same principle is laid down in 8 Wendell Reports, 422, in the case of Seymour vs. Van Slyck, where the court say, "Laches are not imputable to the government, and this principle is founded not on the notion of extraordinary prerogative, but upon considerations of public policy." In 9 Wheaton U. S. Reports, 735, in the case of the United States vs. Kirkpatrick, the Supreme Court of the United States lay down the same principle, and there say, "The government can transact its business only through its agents; and its fiscal operations are so various, and its agencies so numerous and scattered, that the utmost vigilance would not save the public from the most serious losses, if the doctrine of laches can be applied to its transactions. It would in effect work a repeal of all its securities."

That the party injured has a complete and perfect remedy by action against the subordinate officers of the government for any injuries or losses sustained by him from their misfeasance, neglect, or omission of duty, cannot be questioned; such doctrine is distinctly laid down and discussed in the late Justice Story's excellent treatise on agency, in section 319; &c., and a large number of cases cited from reports of this country, as well as England, fully sustaining the position.

Your committee are therefore clearly of opinion that claims of such a character as the one under consideration, are not legal or equitable demands against the State, and that the rules of law, as well as a wise and judicious state policy, forbid the allowance of the petitioner's claim.

But there are other and independent considerations upon the merits in this case, which lead to the same conclusion. This was, as is

alleged by the petitioner, a temporary bridge, built for a temporary purpose. The defect in the bridge, if any, was not a latent one; it was perfectly visible to all. If there was no railing, then no person could approach the bridge without noticing the defect. As to whether there was or not any other convenient bridge in the vicinity, the petitioner is silent. The presumption is, it being in a large village, consisting of many streets, that there were other convenient bridges across the same canal, which might have been taken by the petitioner instead of this temporary structure. It is the business of the petitioner in making out his case, to establish the fact that that was the only convenient crossing furnished by the State. Because if there was, as your committee understand there was another bridge in the vicinity, as conveniently located as the one on which the accident happened, it was his own folly to make that selection. Having voluntarily selected a bridge with its defects open and apparent before him, he should be left to encounter the result of his own negligence and foolhardiness.

Your committee therefore ask leave to offer the following resolution:

Resolved, That the prayer of the petitioner be denied.

State of New-York.

No. 18.

IN SENATE, FEB. 1, 1851.

COMMUNICATION

From the Canal Board, in answer to a resolution of the Senate.

CANAL BOARD,
Albany, Jan'y 27, 1851. }

To the President of the Senate :

The Canal Board, in answer to the following resolution of the Senate:

" Resolved, That the petition of Collins and Hitchcock and others, contractors on sections 11, 12, 13, and 14, of the Erie Canal Enlargement above Lockport, be referred to the Canal Board, with a request that the Board report to the Senate the facts connected therewith, together with their opinions thereon."

Beg leave most respectfully to submit the following detail of facts furnished by the engineers in charge of the work, and from a personal inspection by a majority of the Board since the application of petitioners to be released from their contract, as connected with the subject of reference embraced in said petition:

That section 11 is 36 4-100 chains long, 12 and 13 each $\frac{1}{2}$ a mile, and section 14 3-8 of a mile; that the said contracts were let in June, 1849; that five test pits were sunk on the same the preceding winter; that said test pits were cleared out again about the

[Senate, No. 18.] 1 [u. n.]

1st of June, previous to letting. That before and at the time of letting, the said pits were filled with from 6 to 8 feet of water; that one test pit was sunk on section 12, and two on section 13, and two on section 14; that sections 11 and 12 embraced the line of the old canal nearly one-third of the whole distance; that a small part of 12, and the whole of sections 13 and 14 were separate and distinct from the old canal, and formed an independent line; that the estimated cost of said sections at contract prices, the amount of work done, and remaining to be done thereon, are as follows:

	Estimated cost at contract prices.	Work done.	Work remaining to be done.
Section 11,----	\$50,738	\$18,753	\$31,985
do 12,----	41,032	17,326	23,706
do 13,----	54,189	14,414	39,775
do 14,----	40,650	17,885	22,765
	<hr/>	<hr/>	<hr/>
	\$186,609	\$68,378	\$118,231
	<hr/>	<hr/>	<hr/>

It further appears, that from 10 to 12 feet in depth of the surface material was a clay loam, of fine excavation except on parts of section 11, which contained more lime and iron, and was harder to excavate, and approached in character to hard pan. The bottom portion of the excavation was composed of very pure alumina, mixed with a very fine sand, in such proportions as to render the mass, when saturated with water, and under pressure a yielding and difficult material to remove, and highly adhesive and tenacious, differing in degree and softness, particularly near the bottom, from what was contemplated by the engineer in charge at the time of the letting, or as indicated by the test pits.

It also further appears, that but 7 feet depth of water in the canal was contemplated at the time of the letting, and that subsequently thereto the Canal Board changed the plan of construction so as to give a depth of 8 feet, thereby rendering it necessary to carry the excavation one foot deeper in the difficult material complained of by the petitioners. That the said extra foot at bottom would be much more expensive to remove than other portions of the cut, while perhaps it would not essentially increase the cost of excavation lying above it.

It also further appears, that teams could not be worked with safety or advantage in traveling on the material from said sections, and

that plank roads have been necessarily laid down to enable contractors to use carts or wagons with any success.

On sections 12 and 14, independent line, the prism of canal is excavated to the new bottom, a distance in all of from 20 to 25 chains.

The Canal Board respectfully refer the Legislature to chapter 348, Laws of 1849, by which the Canal Board are forbidden to make extra allowances to contractors whose contracts are entered into after the passage of the law, and which authorizes the contractors with the consent of the Canal Board, to abandon their contracts.

The contractors under the law referred to, applied to the Canal Board to abandon their contract, and the Board refused to allow an abandonment of the same.

It also further appears to the undersigned, that from the character of the material, the depth of the cut, and the great height and distance the material has to be moved, that it cannot be done at the contractors' prices, especially on sections 12, 13 and 14, without a large, and perhaps ruinous sacrifice on the part of the contractors, and the Board are therefore of the opinion that the petitioners are entitled to relief.

All of which is respectfully submitted.

ALVAH HUNT, *Treasurer.*

PH. C. FULLER, *Comptroller.*

H. C. SEYMOUR, *State Eng. and Surv.*

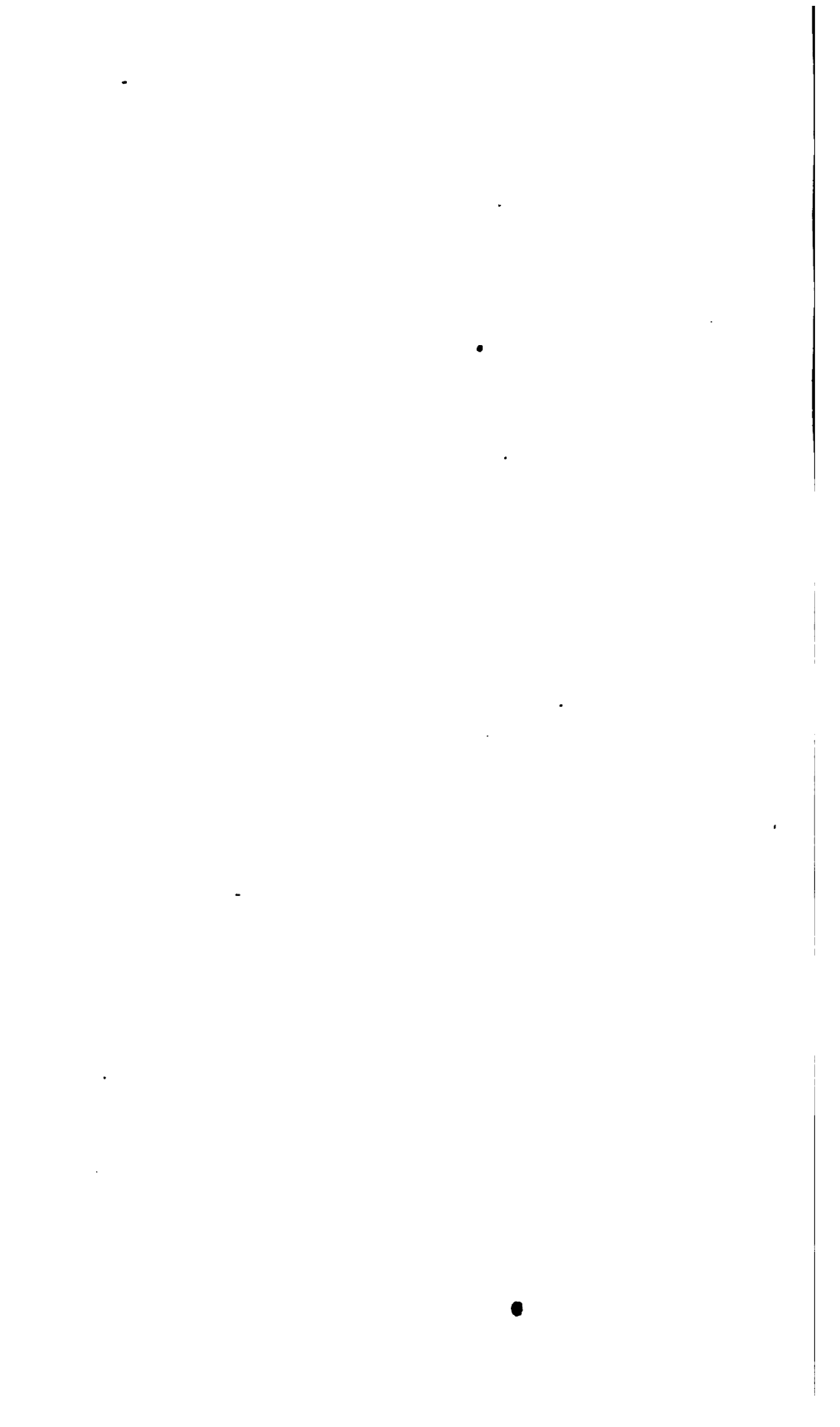
L. S. CHATFIELD, *Attorney-General.*

CHARLES COOK,

FREDERICK FOLLETT,

JNO. C. MATHER,

Canal Commissioners.



State of New-York.

No. 19.

IN SENATE, FEB. 3, 1850.

STATE ENGINEER AND SURVEYOR'S OFFICE, }
Albany, Feb. 3, 1851.

To the Honorable the Senate:

In compliance with the following resolution of the honorable Senate, passed Feb. 1, 1851—" *Resolved*, That the State Engineer and Surveyor be and is hereby requested to report to the Senate, without delay, the number of acres of land in the counties of Herkimer and Hamilton, now belonging to the State, and to what fund, each respectively."—the undersigned respectfully reports.

That the accompanying statements A, B, C, D, E, show the number of acres of all the unappropriated lands belonging to the State on the 1st of February, 1851—the tracts and counties in which they are situated, and the funds to which they respectively belong.

Of the lands purchased by the Comptroller, at the tax sale of 1848, about 93,860 acres have become the property of the State, and belong to the General Fund, viz :

In the county of Hamilton,.....	83,615 acres,
“ “ Herkimer,.....	10,245 “
	<hr/>
	93,860 acres.

Respectfully submitted,

H. C. SEYMOUR,

State Engineer and Surveyor.

STATE ENGINEER AND SURVEYOR'S REPORT.

(A.)

STATEMENT

Of all the unsold lands belonging to the people of this State, specifying the tracts and counties where situated, the number of acres, and the funds to which they respectively belong, viz: Feb. 1, 1851.

GENERAL FUND.			
Counties.	Tracts.		Acres unsold.
Clinton,	Duerville patent,		645
	Old military tract, township No. 3,		2,999
	do do 4,		784
	do do 5,		1,395
	do do 6,		1,555
	Gore between old military tract and refugee tracts,		713
	Refugee tract,		241
Cortland, ..	township of Solon,		1,088
Essex,	Jay tract,		45
	Old military tract, townships 1 and 2, Richard's survey,		170
	Old military tract, township No. 11,		244
Franklin, ...	Old military tract, township No. 8,		640
	do do 9,		160
Hamilton, ...	Totten and Crossfield's purchase, township No. 8, north half,		548
	Totten and Crossfield's purchase, township No. 38,		11,011
Lewis,	Brantingham tract,		314
Saratoga, ...	Palmer's purchase, middle division Leake escheat,		190
Seneca,	township of Ovid,		176
Sullivan,	Minisink patent, 1st division,		116
Tompkins, ...	township of Dryden,		346
Washington, ..	South Bay tract,		57
			<hr/>
			23,436
			<hr/>

(B.)

RECAPITULATION OF GENERAL FUND.

County.	Acres unsold.
Clinton,.....	8,332
Cortland,	1,088
Essex,	459
Franklin,	800
Hamilton,.....	11,558
Lewis,	314
Seneca,	176
Saratoga, .	190
Sullivan,	116
Tompkins,	346
Washington,.....	57
	<hr/>
	23,436
	<hr/>

SCHOOL FUND LANDS.

Counties.	Tracts.	Acres unsold,
Erie,.....	Black Rock village, 5 lots.	
Warren,...	Gore between townships 29 and 31 and Totten & Crossfield's purchase;	1,528
	Gore between township 11, Totten & Crossfield's purchase and Dartmouth patent,.....	2,503
	Luzerne tract,.....	153
	Palmer's purchase,	920
Essex,.....	Old military tract, township 1, Thorn's survey,	416
	do do 1 and 2, Richard's survey,.....	1,108
	Old military tract, township 11,.....	360
	do do 12, Thorn's surv.	300
	do do 12, Richard's do.	1,100
	do do 12, adjoining triangle,.....	7,300
	Jonas Morgan's patent of 4,800 acres,.....	100
	Totten & Crossfield's purchase, township 25, Thorn's survey,.....	1,744

Counties.	Tracts.	Acres unsold.
Clinton, . . .	Gore along south bounds of Duerville,	261
	do refugee tract,	1,680
	Old military tract, township No 3, unpatented lots,	5,120
Hamilton; . .	Gore between Totten & Crossfield, and } Moose river and Ox Bow tracts, }	1,187 2,516
	Moose river tract, township No. 3,	11,754
	do do 4,	14,751
	do do 5,	7,520
	do do 9,	18,360
	do do 10,	9,779
	Ox Bow tract,	3,245
	Totten & Crossfield's purchase, township No. 6,	21,469
	do do 37,	20,029
	do triangle north of do 38,	1,700
	do do 39,	24,038
	do do 42,	6,400
	do do 50,	120
	Benson township,	5,120
Herkimer, . .	Moose river tract, township No. 3,	1,230
	do do 5,	15,040
	Totten & Crossfield's purchase, triangle north of No. 38,	5,151
	Totten & Crossfield's purchase, triangle north of No. 42,	18,528
	Totten & Crossfield's purchase, triangle north of No. 43,	25,288
	Freemason's patent,	12
Washington,	Marsh lots in the town of Putnam,	30
Franklin, . . .	Old military tract, township No. 9,	2,521
	do do 10,	2,000
St. Lawrence,	Indian meadows, Grass river,	121
Oneida,	Orchard party purchase of June, 1842,	28

(C.)

Counties.	Tracts.	Acres unsold.
Onondaga, ..	Reclaimed lots Onondaga Salt Springs Reservation,	5
Otsego,	Crumhorn mountain tract, S. E. part,	119
Madison, ...	New Stockbridge purchase of 1825,	53
Cortland,...	township of Solon,	73
Wayne,	township of Sterling,	595
	do Galen,	300
Onondaga, ..	Village of Geddes :	
	Basin lots No. 4 and 6.	

*Lands which have become the property of the State
by foreclosure of mortgages :*

Montgomery, Town of Minden,	16
Dutchess, ... Town of Poughkeepsie,	6
Essex, Platt Rogers and others' patent of 16,250 acres,	50
Jay tract, ..	144
Fulton, Town of Johnstown,	25
St. Lawrence, Town of Madrid,	100
Schoharie, .. Blenheim patent,	105
Columbia, ... City of Hudson, one lot 50 by 150 feet.	
Rensselaer, .. Village of Greenbush, one lot 42 by 100 feet.	
Total,	<u>244,123</u>

RECAPITULATION OF SCHOOL FUND.

Essex,	12,624
Clinton, , , ,	7,061
Warren, , , ,	5,104
Hamilton,	147,988
Herkimer,	65,249
Washington,	30
Franklin,	4,521
St. Lawrence,	221
Fulton,	25
Montgomery,	16

Counties.	Acres unsold.
Oneida,.....	28
Madison,	53
Onondaga,	5
Schoharie,.....	105
Otsego,.....	119
Cortland,	73
Wayne,.....	895
Dutchess,	6
Erie,..... 5 lots.	
	<hr/>
	244,123
	<hr/>

(D.)

LITERATURE FUND.

Counties.	Tracts.	Acres unsold.
Hamilton,...	Benson township:	
	Totten and Crossfield's purchase No. 1,....	640
	do do 4,....	640
	do do 5,....	640
	do do 8,....	640
	do do 17,....	640
	do do 19,....	640
	do do 31,....	640
	do do 32,....	640
	do do 33,....	640
	do do 34,....	640
	do do 35,....	640
	do do 36,....	640
	do do 38,....	640
	do do 41,....	640
Warren....	do do 13,....	640
	do do 14,....	640
Onondaga,..	Village of Salina, block 23, lots 2 and 3.	
	Total,.....	<hr/> 10,880 <hr/>

CANAL FUND.

Counties.	Tracts.	Acres unsold.
Onondaga,..	Onondaga salt springs reservation:	
	Reclaimed lot No. 4,.....	8
	5,.....	10
	6,.....	5
	7,.....	5
	17,.....	13
	18,.....	14
	19,.....	12
	20,.....	4
	21,.....	8
	22,.....	7
	23,.....	6
	24,.....	6
	25,.....	6
	26,.....	6
	27,.....	8
	28,.....	6
	29,.....	10
	30,.....	5
	35,.....	5
	39,.....	7
	41,.....	19
	42,.....	19
	43,.....	20
	Geddes basin lots, 2, 3, 5.	
	Total,	<u>209</u>

GENERAL SUMMARY

Of the lands, arranged according to the respective funds to which they belong.

Funds.	Acres sold.
General Fund,.....	23,436
School Fund,.....	244,123
Literature Fund,.....	10,880
Canal Fund,	209
Total,	<u>278,648</u>

(E.)

OF SCHOOL FUND.

Counties.	Acres.
Herkimer,	65,249
Hamilton,	147,988
Total School Fund,	<u>213,237</u>

GENERAL FUND.

Herkimer:	
last sale taxes,	10,245
Hamilton,	11,558
last sale taxes,	83,615
	<u>105,418</u>

Grand total both counties:	Acres.
School Fund,	213,237
General Fund,	105,418
	<u>318,655</u>
Literature Fund, Hamilton county,	10,880
	<u>329,535</u>

State of New-York.

No. 20.

IN SENATE, JAN. 28, 1851.

REPORTS

Of Mr. GEDDES, chairman, and Mr. DART and Mr. OWEN, members of the committee on railroads, on the subject of bridging Lake Champlain at Rouse's Point.

REPORT OF MR. GEDDES.

On the 8th day of March, 1850, the Senate of the State of New-York passed the following :

“ Resolved, That the standing committee on railroads are hereby required and authorized, during the recess of the Legislature, to visit Rouse's Point and such other places in the vicinity as in their judgment may be necessary, and to take testimony in relation to bridging Lake Champlain at Rouse's Point, and that the committee report to the Senate such portions of the testimony already taken by them, as in their judgment requires perpetuation.”

In obedience to this resolution the committee visited Rouse's Point, and took such testimony as was offered by the Northern Railroad Company and by persons opposed to the erection of the bridge. The first session for taking testimony was held on the 12th day of July, previous to which the localities had been examined by the committee with great care.

For a proper understanding of the subject, it will be well to set forth some of the principal geographical features of the country about the site of the proposed bridge.

Lake Champlain is a body of water somewhat more than one hundred miles in length, if we consider it as terminating on the north at Rouse's Point, or if we consider it as extending as far as steamboats of the first class navigate its outlet, it is about one hundred and twenty-five miles long—Whitehall being at the south end, and St. Johns, in Canada east, at its north end. From St. Johns to Sorelle, where the waters of Lake Champlain join the St. Lawrence, a distance of about fifty-seven miles, the river is made navigable by means of the Chambly canal and a dam and lock at St. Ours. There are nine locks in the canal of one hundred and twenty feet length, by twenty-four in width, overcoming a declivity of about forty-two feet.

Across this canal and river are eight draw bridges—one of them, used by a railroad, crossing at Belœil, was visited by the committee, and is often spoken of in the testimony taken by us.

From Sorelle, the point where the waters of Champlain flow into the St. Lawrence, to Montreal, is about forty-five miles. From Montreal to Ogdensburgh, the distance is one hundred and twenty miles; thus the whole distance from Rouse's Point to Ogdensburgh, by water, is two hundred forty-six miles. From Montreal, by means of improvements made by Canada around the rapids of the St. Lawrence, there is an unbroken navigation to lake Ontario. By means of the Welland canal that navigation is continued to Erie, and the upper lakes—so that a vessel of not over one hundred and twenty feet length and twenty-four feet beam, may load at Chicago and unload at Whitehall. In fact this navigation is now used very extensively by the people of Vermont, to supply themselves with grain and flour from the grain growing States of the west; and to bring their salt, by way of the Gulf of St. Lawrence, from the salt Islands. Lake Champlain, by means of a railroad from St. Johns to La Prairie, is in communication with Montreal, by a route of about twenty-five miles in length. The railroad from St. Johns will, probably, in the course of this year, be continued to Rouse's Point.

These facilities of reaching the waters of Champlain, and by the Champlain canal, and the railroads from Whitehall to Troy, and by the Hudson River, of reaching the commercial emporium of the continent—together with the laws which allow goods to go through our country in bond, induces a large portion of the business of Montreal, that is connected with foreign countries, to pass over this route.

Formerly, lumber, in large quantities, was exported from this State to Canada; but of late years, the course of trade has been the other way—and now we import. Lumber comes up, by way of Sorelle, from one hundred miles below Quebec, and finds its market in New-York.

Business has very much increased within two or three years on these waters, as will appear by reference to the returns from the custom houses. Mr. Pierce, who was sworn by the committee, is custom house agent at St. Johns. He testified that, for the quarter ending 5th July, 1849, the vessels, barges and steamers, that reported at the office, there were inward 291, outward 310—in all, 601; that for the same quarter in 1850 there reported inward 509, outward 564—in all, 1,073.

The value of imports for the same quarter in 1849 was \$463,742.95; for the same quarter in 1850, it was \$829,191.57, the increase being \$365,448.62. The exports for that quarter in 1849 were \$250,277.12; in 1850 they were \$659,580.30, showing an increase of \$409,303.23.

The number of feet of lumber for that quarter in 1849 was 7,402,557, while in 1850 it was 15,100,664; the increase being 7,698,107 feet.

The square timber for that quarter in 1849 was 90,000 cubic feet; in 1850 it was 253,000 cubic feet, showing an increase of 163,000 cubic feet.

From these and like returns it is shown that the business is increasing at a rate hardly paralleled any where. To give a more practical view of the business done on this lake, it may be proper to state that in passing from Whitehall to St. Johns, one hundred and ninety trading vessels, besides steamers, were counted.

There are upon this lake many first class steamers, whose elegance, and good management, is not surpassed, engaged in transporting the large numbers of persons who seek this thoroughfare on business and pleasure. Timber is towed in large rafts by a smaller class of steam vessels. The many islands and head lands forming safe places, and generally near at hand in which to take refuge in storms.

The south end of the lake is narrow, and the navigation somewhat intricate to Crown Point, from that place to Rouse's Point the lake widens—in some places being ten, twelve or fourteen miles in width. At Rouse's Point it narrows to about one mile in width, and from that place to St. John's, the navigation is comparatively difficult.

The waters of this lake are subject to an annual rise and fall, which has equalled eight feet and three inches. The current runs, at the place where it is proposed to construct the bridge, at the rate of 1,756 feet, or about one-third of a mile in an hour. If the waterway were to be lessened one-half by the construction of a bridge, the current would be at the rate of 3,512 feet, or a little more than two-thirds of a mile in an hour.

At Rouse's Point, and for some distance above and below that place, the shores are low, and rise from the water with so small an angle as to be scarcely perceptible.

The Northern Railroad is now finished and in full operation, connecting the natural navigation of Lake Ontario, which may be said to terminate at Ogdensburg, with Lake Champlain at Rouse's Point. This road is one hundred and eighteen miles long. The railroad from La Prairie, as has been stated, is to terminate at Rouse's Point.

By means of the Vermont and Canada Railroad, the railroads that connect Boston and all New England and the Hudson river with Lake Champlain, are continued along the east shore of the lake to a point opposite the termination of the Northern Railroad at Rouse's Point. A bridge alone is wanting over this water, by the means of these various railroads, to bring Lake Ontario and Montreal in an unbroken connection with the Eastern States and the valley of the Hudson.

The Northern Railroad Company ask for the passage of an act authorizing the building of a bridge, offering to so construct it as to render it as safe and convenient for the passage of vessels as is possible at the place proposed.

The committee required the company to prepare maps and plans exhibiting fully the form of the shores, the soundings in low water for some distance above and below the proposed site, and also the location of the draws, piers and breakwaters, together with a general plan of the bridge itself. These maps and plans are herewith submitted, as necessary for the proper understanding of the question. Full confidence is given to the measurements and accuracy of these maps.

It is proposed to place in the middle of the bridge a draw, so constructed as to turn upon its centre, so as at the same moment open two spaces of seventy feet wide each, there being a pier between, forty feet wide, upon which the moveable part of the bridge is to turn, and over which it is to rest, and by which it is to be protected from vessels when open. This centre pier cannot be less than two hundred feet long, the moveable part of the bridge being one hundred and eighty feet long. From each side of the space opened by the turning of the moveable part of the bridge, it is proposed to extend piers at least three hundred feet above, and as far below the bridge, and so placing them that the space between them shall continually widen, until it shall be three hundred feet, measuring across from the extreme ends of the piers. Besides these piers, it is proposed to construct a breakwater of perhaps eight hundred feet in length, and place it about one thousand feet from the bridge, on its south side, so as to break off the seas that are sometimes driven across the proposed site of the draws by heavy southerly winds. These piers to be furnished with proper fasts, spring piles and capstans, with buoys properly located, to aid in warping vessels, and to protect them against injury. Lights to be placed upon the piers during the nights.

The bridge would be about twelve feet above low water, and the braces for the support of the movable part of the bridge would reach for the whole, one hundred and eighty feet, a height of fifteen feet above the bridge,—thus making the total height of the movable part of the bridge not less than twenty-seven feet above low water.

The plan of the bridge, thus generally stated, is perhaps as well calculated for convenience and safety to the navigation, and for the use of the railroad as is practicable to devise.

The first objection that has been urged against the construction of this bridge that is thought worthy of notice, is that it will dam up the water, and thus permanently raise the level of the lake.

If Rouse's Point was really the lower end of the lake, and it was at that place that the quick current of the river commenced, such a result might well be feared; but the real dam that holds up the water is at St. Johns. Any structure placed upon the rapids at that place that lessened the water-way, would raise the lake. The area of the cross section of the water at Rouse's Point, as shown on the map, is 49,000 feet, while the area of the cross section at Ile aux noix, is but 18,509 feet, and at Ash island it is but 11,250 feet. All the water that flows from the lake passes these two islands before it arrives at St. Johns. The channel at Rouse's Point is more than four times as large as it is at Ash island, and the company do not ask to be allowed to reduce it more than one-half, which would still leave it more than twice as large as at Ash island. It is not probable that the construction of a bridge would raise the lake one inch.

The next objection that was urged to the committee was that the Northern railroad would divert trade from the canals of the State, and if allowed to send it over a bridge across the lake, some of it would find its way to Boston or some other market than our own cities.

The Northern railroad was chartered for the express purpose of connecting our navigation on the two lakes, Ontario and Champlain, relieving business from the circuitous route by way of Montreal, through a foreign country. The great interests of the people living along the line of this road demanded its construction, and it is too late now when the State by a free general railroad law invites the construction of roads, wherever the money can be procured, regardless of their effect upon the course of business, to or from any city, to object that a part of the business may go out of our State.

But it may be well to enquire whether so much of this objection as supposes that the bridge will divert business from our canals is not founded upon a mistaken view of the facts.

By reference to the testimony of Charles S. Pierce Esq., who is an extensive forwarder living at St. Johns, it will be seen that flour is carried from Detroit by water to any place on Lake Champlain for fifty cents a barrel, and wheat for sixteen cents a bushel. Thus the trade may be said to be diverted already, and if Mr. Pierce's opinion in regard to the effect of a bridge upon navigation is correct, and it would add to the cost of transportation, and add one cent a barrel for insurance on flour, it would render that diversion less. Vessels carrying two hundred tons of western produce at a trip from Ontario to Champlain, may be more likely to divert business than a railroad. Every such vessel carries the load of a first class locomotive. For this business from Lake Ontario to Lake Champlain, the railroad company and the owners of vessels will compete; it will make no difference with the revenues of the canals which gets it. It is very certain either will do it much cheaper than it can be done by the circuitous lines of our canals. Even now, without a bridge, flour is carried from Oswego to Boston by railroad, by way of Rouse's Point for less than it is carried by the canals to the Hudson river, and then to Boston by way of the railroad, although it is 120 miles further by way of Rouse's Point. A reduction of the canal tolls might reverse the business to Boston, but it could not the business to Lake Champlain. *That will no longer go around by Albany.*

The Northern Railroad Company has invested and will invest nearly or quite three and a half millions of dollars in constructing and equipping its road; and if, with that capital, the desire to make dividends shall lead the managers of the company to do business at very low rates, the public at large cannot complain. And if no better reason for refusing to allow the construction of a bridge can be given than the one embodied in this objection, it is not likely that the Legislature would refuse the grant.

The great objection to allowing the construction of the proposed bridge, is the effect it would have upon the navigation of the lake.

To the examination of this question, the labors of the committee were principally confined. A large number of witnesses were examined by us, who were men of skill and great experience. Some of them had navigated these waters for fifty years. Their testimony

is herewith submitted; and to persons desirous of arriving at the truth, it will be found interesting and valuable.

On the part of the railroad company, Mr. George Cannon was sworn. He is one of the oldest navigators of the lake. He thought a bridge would not injure navigation much. He described at length the modes that he thought vessels would adopt in passing the bridge, in various conditions of the wind. Henry Brayton, also formerly a pilot and master of a vessel, concurs substantially in Mr. Cannon's opinions.

Charles F. Thayer, civil engineer, was sworn on the part of the company. He had been well acquainted with the draw bridges in Boston harbor, through which sea-going vessels pass by means of warps, with much facility, before they get under sail. He says that, in any wind or tide, vessels, by means of lines attached to buoys, warp through. He says about the middle of January, the river, at the place of the proposed bridge, opens for a width of one quarter of a mile.

Royal C. Moore was sworn. He is owner of vessels on the lake, and has been concerned in its navigation fifteen or twenty years. He thinks the bridge would be some impediment to navigation, but not much.

Charles L. Schlatter, chief engineer of the company, was sworn. He has had much experience in sinking piers, and his opinions are entitled to great consideration. He thinks the bridge "would not be a serious injury to navigation;" and he thinks "the public will be more benefited by the bridge than the shipping will be injured by it."

John Batt was sworn. He has been engaged upon the fort at Rouse's Point for six years as an engineer, and has kept a record of the weather since 1845. He says the prevailing winds during the season of navigation are from the south, and usually fresh and often strong. By reference to his testimony the course and strength of the winds and general character of the weather will fully appear.

On the part of the persons owning or concerned in vessels navigating the lake, was sworn Mr. Charles S. Peirce, of St. John's, largely

engaged as merchant and forwarder, whose testimony will be found to contain much that is important and interesting, and has been before referred to. He says that the effect of the railroad bridge at Belœil, across the Richelieu river, has been to increase the cost and risk in moving timber. The increased cost is one dollar per thousand cubic feet—the risk has to be assumed by the owners—and that the bridge is a source of very great complaint from the navigators. He says that it is now the custom to make up rafts of timber in proper form for passing through the lake at St. John's, above the locks in the canal. That when these rafts should arrive at the proposed bridge, it would be necessary to break them up in order to pass the draw. That it would cost one dollar a thousand cubic feet to do this, besides the risk attending it in wide water. That in strong south winds the bridge would be impassable for rafts. He thinks the proposed bridge would do more injury to navigation than the railroad bridge at Belœil, as the risk would be much greater.

He thinks the bridge would add to the cost of transportation on the lake, and would be a much greater injury to the general trade than the one at Belœil, because three-fourths of the import trade of St. Johns passes over the railroad to Montreal. The next witness introduced against the bridge was Cornelius Maddocks, who is captain of a schooner carrying two hundred tons, has commanded a vessel since 1833, and for ten years nearly in the Whitehall and St. Johns trade, passing Rouse's Point about forty-two times in a year. Says a vessel in high winds will vary in her course with two men at the wheel, sometimes as much as four times her length; and that a vessel loaded deep, in winds blowing fresh, is apt to broach too and vary much from its course, when it is perfectly safe navigating wide water. He says that at the site of the proposed bridge, vessels going north before a gale of wind steer as wildly as at any point but one on the river. The reason he gives for this is that "although there is water enough to float a vessel, yet it being shallow, and coming from deep into shallow water, the vessel settles down suddenly and becomes difficult to command." He says that in consequence of the south winds having a rake of eight or nine miles there is more sea running at this place than any where below. He says that never, in a leading wind, or whenever a vessel can lay her course, except in snow storms, does he lay by on the river day or night.

He thinks that a bridge would delay his vessel three voyages in a year, and he would rather be taxed one hundred dollars a year, while he runs a vessel, as he does now, he having a percentage on her earnings, than have any bridge constructed at Rouse's Point. Thinks that there would be times when it would be safe to go on, if there should be no bridge, when his vessel could not be warped through a bridge. In these opinions Captain John Boyington concurs, he having had twelve years experience as captain of a vessel on the lake. Captain Richard H. White, who has had thirteen years experience on this lake, concurs in the opinions of Capt. Maddocks. Capt. Henry Dow, who is now pilot of the steamer "James M. Hooker," and has had twenty years experience on the lake, also concurs in these opinions. Capt. Gideon Rugar, who has navigated the lake over thirty years on sail vessels and steamboats, thinks "the bridge would be quite an obstruction to navigation." Capt. James Wilton has had about thirty years experience; thinks vessels generally would be obliged to warp or be towed through a bridge; that a vessel on the north side of the bridge, with a strong wind from the south, with which she might beat forty miles in a day to windward, could not warp through the draws. Capt. Elijah T. Chamberlin, having had over twenty years experience in navigating the lake, thinks the injurious effects of the bridge would be such as to stop navigation for sail vessels altogether.

Henry I. Gillman, an officer of the customs at Rouse's Point says, that in about thirty-six hours in the month of July, 1850, he cleared twenty-four sail vessels and four steamers; some of these vessels should have entered on the Vermont side, but did not as the wind was so strong they could not land on that side. There was one raft in tow of one of these steamers, which could not have passed a bridge without being taken apart. That vessels towed by steamers in a strong wind, crook about. He has had experience in moving vessels about piers at Plattsburgh, and has found it difficult with a windlass to handle them.

Capt. Hgsea B. Chamberlin, has had ten years experience in navigating the lake, and agrees in the opinions of Captain Maddocks.

Rufus A. Gillman has seen vessels passing the draw bridges at Charleston, and the new draw bridge in the Albany basin. He says

he thinks the proposed bridge "would be a great obstruction to navigation."

The pilot of the steamboat Burlington, Abram Mockridge, said, that to break up a tow of eight boats and pass them one at a time, would take from six to twenty-four hours in a hard side wind; and he thinks that for the whole season one-half of the tows would have to be broken up at the bridge, if it should be constructed.

Capt. Hiram Ferris, now pilot of the steamboat United States, who has been navigating this lake more than fifty years, explains at length what he thinks would be the effect of a bridge—saying, among other things, that it would lead to the loss of more or less property with every precaution that prudence could point out. He thinks that if the railroad was continued from St. Johns to Rouse's Point, that the steam passage boats would not go down lower than that place. Capt. Ferris' testimony will well justify careful examination.

Capt. William McNaughton is captain of steamer "LORD STANLEY," engaged in towing from Montreal to Whitehall. He is one of the firm of Sincennes & McNaughton. This firm advertise that they will not be responsible for any injury done vessels in passing the railroad bridge at Belaeil. This notice became necessary in consequence of accidents at the bridge. He describes the manner in which vessels pass this bridge, and the difficulties and accidents attending it. He says that the current of the river is the great cause of injury at Belaeil, and that at Rouse's Point the great trouble would be from the winds.

Supposing that the testimony taken probably covered the whole case against the bridge, the committee declined receiving any more on that side of the question, and no more being then offered by the railroad company, it was here closed, with the exception of the affidavits of William Brewster and A. H. Brainard, which by agreement, were afterwards taken by Mr. Dart.

It is worthy of remark, that every witness who spoke to the point, was of the opinion that the bridge would injuriously affect navigation to some extent. None of the witnesses had seen a draw bridge situated in wide water, through which vessels sailed, and of course their opinions of the extent of injury it would be to navigation would vary. The precise effect can only be known by experiment. The

present mode of steamers towing large numbers of vessels and barges and wide rafts of timber, would not be admissable with a bridge. Some losses of vessels would probably occur against the bridge. It would not be possible so to judge of the winds and waves as for every vessel to go safely through, however well managed.

The effect upon vessels passing between narrow shores, and through bridges and between walls, may be learned by comparing the rates of insurance on the canals with the rates on the great lakes. Such a comparison will show that the hazards to property on the canals are at least as much as they are on the lakes for like distances. Canals being entirely protected from the injurious effects of tempests, the losses on them must be entirely due to collisions of boats against each other, and against the structures and shores of the canals. The injuries to vessels to a great extent on the lakes, are done by running against each other, and in going in and out of harbors. The piers of the artificial harbors are never less than two hundred feet apart, and generally from two hundred and fifty to three hundred and fifty, and yet vessels often are injured or destroyed against them.

The course of trade over the lakes will bring different vessels over the same place, and very frequently they hit each other in the wide waters. A bridge at Rouse's Point would bring the whole trade into the narrow channels made by the piers, and vessels would constantly meet at the bridge. In gales of wind vessels would be driven up and down this river for a harbor, and whether safe or not, the passage of the bridge would be forced upon them. Sometimes trains of cars would be using the bridge when vessels were ready to pass, and when, perhaps, they could not stop in safety, in consequence of not having had timely notice that the bridge would be used.

The business upon Lake Champlain has so increased within two years, as to present this question in an entirely new aspect. When there was but little business done on the lake, the evils of a bridge would have been small, in comparison with the injury it would now inflict upon navigation. And if the navigation interest should continue to increase, the objections to a bridge will continue to grow stronger. If, on the other hand, this increase of business should be found not to be permanent, and it should fall off, the great and only real objection to the bridge would become correspondingly less.

The business that comes from the great lakes, must come during the ordinary season of navigation, and the competitors for it will in the main be compelled to carry it during the season of navigation. The railroad being much the shortest line, will possess some advantages over the water route, and where time is important, will probably be successful, but on the other side is cheapness. The cost of a two hundred ton vessel is but little compared with that of a locomotive and train of cars, leaving out of account the cost of the road itself. The capacity of the road to do a freighting business is limited, and on the whole it is probable that the vessels will be to some extent successful competitors for this business. If a bridge were to be constructed that would not only aid the railroad but hinder the vessels, it might be an undue interference in favor of one of the competitors against the other, and thus increase the cost of transportation.

The testimony taken by the committee goes to show that a ferry may be kept up during the winter as well as the summer at Rouse's Point, it being in proof that it is rare that the ice freezes at this place strong enough to be used for the passage of teams. One of the engineers of the company saying, that for a quarter of a mile the channel usually opened by the middle of January. Teams usually cross the ice from Stony Point to Windmill Point—where, it appears from the testimony, the ice forms much thicker, and lasts longer. About the time Lake Champlain freezes up, the St. Lawrence also freezes, and this whole line of communication ends at Ogdensburg, and the winter business of the railroad must from that time be principally confined to what originates on its line.

A very large proportion of all the passengers and property brought to Rouse's Point by the Northern railroad will pass over Lake Champlain, and it is only for the remainder that a bridge is wanted, and it is not probable that the cost of transportation of that part of the business that will cross the lake will be sensibly altered whether it goes over a bridge or is carried over in a boat. There are objections to the idea that has taken strong hold of the minds of some persons, of sending loaded cars from Ogdensburg to New-York or to Boston that will arise in the practical working of a great railroad business, that perhaps have not been fully considered. Changing passengers and freight from one car to another is sometimes a less evil than an extensive interchange of cars between companies.

Lake Champlain cutting the line of railroads from Ogdensburg to the State of Vermont is an inconvenience and an obstruction. So is the Hudson river at Albany. All the business from the great West that finds its way by railroad to this city, that is destined to go over the railroad to Boston or to New-York city, is subjected to this inconvenience. A bridge at Albany would do much less injury to the same number of vessels than would a bridge at Rouse's Point. At Albany the water is so narrow and the lands on each side are so high that winds would do comparatively little damage, and produce but little effect upon vessels passing a bridge.

The railroad bridge at Belaeil very seriously injures the navigation, as appears from the testimony herewith submitted. The bridges over the Chambly canal, doubtless do much less injury, as they are situated in narrow and still water. Vessels are always towed through them, and if the draws are in time turned out of the way, they probably do no more injury than the like number of bridges in any other canal.

The facts learned by a visit to the place where it is proposed to construct the bridge, have now been fully stated, together with the general considerations that have presented themselves in favor of, and against the passage of a law allowing its construction ; and it only remains to add, that upon a view of the whole case, it appears clear to the undersigned, that the construction of a bridge as proposed, would do the interests concerned in navigating these waters, more injury than it would do good, to the owners of the railroad, or the owners of property transported thereon, and therefore he asks to be discharged from the further consideration of the subject.

All of which is

Respectfully submitted,

GEO. GEDDES,

Chairman Railroad Committee

Of the Senate.

REPORT OF MR. DART.

The undersigned, one of the committee on railroads of the Senate of the State of New-York, to which committee was refer the deva-rious petitions and remonstrances for and against granting leave to the Northern Railroad Company to construct a drawbridge over the outlet of Lake Champlain at Rouse's Point, to connect their railroad with the railroads leading to the cities of the Hudson river, New-York, and the eastern Atlantic cities. And to which committee was also granted leave to visit Rouse's Point and vicinity during the recess of the Legislature to make personal examination of the locality of the proposed drawbridge and to take testimony in reference thereto, respectfully

REPORTS :

That the committee have taken the whole subject into consideration in all its aspects. That they have given personal examination of the locality of the bridge, and its proposed plan and structures, and also to the navigation of the Richelieu river, its canal, locks and drawbridges, which form the navigation, for about 60 miles from Rouse's Point to the river St. Lawrence, at Sorelle, 45 miles below Montreal.

They also passed over the railroad, from La Prairie to St. Johns, the extension of which to the Northern Railroad is now in progress of construction.

The importance of the proposed drawbridge to Northern New-York, to the Canadas, and to the intercourse between New-England and the Western States, in fact, to business facilities along the entire northern boundary of the United States, required of the committee a full examination, and a careful report of facts, satisfactorily ascer-

tained, and also their own conclusions from such examination and facts.

For the last three years this subject has been connected with a strife of sectional interests for and against the proposed bridge crossing, with strong local jealousies on both sides.

For the proper determination of a question of this magnitude, by the Legislature of the State of New-York, a State pioneer in public improvements, when the experiment was deemed hazardous, the committee agree, that not merely local benefits, or injuries resulting, but interests of neighboring communities, and general commerce should be considered in the investigation.

It would be expected, from a State having the largest population and resources of any in the Union, and having the great commercial metropolis of the continent, dealing with every country on the globe, that its Legislature would sanction any proper work for facilitating intercourse within its borders, unless strong and paramount objections should interpose.

In the judgment of the undersigned a just decision depends upon a balance of local and general benefits and injuries, with some regard to the improvement of a large section of our own State, which has never participated in public expenditures for works of this kind.

It is deemed proper to state a brief history of the works, now calling for the bridge crossing, and the probable traffic to be accommodated.

As early as 1824, see Session Laws of that year, chapter 230, on recommendation of Gov. Clinton, an act was passed for the survey of a canal route from Ogdensburgh to Lake Champlain. The survey was made and reported to the Legislature, see Assembly Journal, 1825, appendix G; having a route and terminus nearly coinciding with the present line of the Northern railroad. The want of a proper supply of water for Summit level, south of Canada line, was a prevailing objection to the canal project.

When the utility of railroads had been practically tested, an effort was made by the localities for the organization of a corporation to construct a railroad instead of a canal. Chapter 426, Laws of 1836.

An experienced engineer, Edward T. Johnson, in 1838, on guarantee of individuals for expenses, made a survey for a railroad, and a report from him, showing the feasibility of the work, was deemed worthy of publication. S Assembly Document, No. 133 639

The inability of localities interested to furnish the requisite means for undertaking the work, and their inability after repeated and fruitless efforts to obtain that aid from the cities of the Hudson and New-York city, induced them to apply to the State for aid.

In 1840, pursuant to the recommendation of Gov. Seward, a law was passed (chap. 346, Laws of 1840,) authorizing a new survey, by the State, for a railroad, requiring maps, plans, profiles, &c., and appointing commissioners to superintend the survey and to report upon the expediency of the railroad, considering its utility and business, with a view to its construction as a State work.

The survey was made by Edward H. Broadhead, Esq. whose report may be found in Assembly document of 1841, No. 43.

This survey fully established the practicability and expediency of the railroad.

The want of means of the locality to construct the work by private enterprise, induced strong appeals for State aid, which was recommended by executive authority.

At the legislative session of 1840, a bill was passed by the Assembly for the construction of the Northern railroad as a State work. It was lost in the Senate.

In 1841, a similar bill passed the Senate but was lost in the Assembly on a very close division.

The undersigned is not disposed to censure the action of the Legislature of 1840 and 1841. The question of assumption of railroad construction and operation by the State, with its existing debts for canals, its contracts for enlargement of canals, its loans of credit to various other railroads and the general financial pressure of that period, involved much more serious consequences than mere State construction of the Northern railroad.

The undersigned will not review the political divisions of that period concerning the financial policy of the State, and only advert to it to show that the State, under more favorable circumstances, would probably have made liberal expenditures in Northern New-York, for constructing its Railroad.

The people of Northern New-York are not blind to the necessity which prevented the construction of the railroad as a State work, and acquiesced in a policy which appeared to be controlling. But they reasonably did expect the State to give such collateral aid to individual effort, as might be rendered without detriment to general interests. With this view the people of Northern New York at the session of 1845, applied to the Legislature for another act of incorporation to construct the railroad. See Laws of 1845, chap. 324.

The railroad, 118 miles in length, commencing at Ogdensburg and terminating at Rouse's Point, is in full operation and nearly completed. It is believed to be a first class railroad, second to none in America. Individual stockholders have paid over \$1,500,000 besides donations, and \$1,500,000 has been borrowed on the credit of the corporation. About \$3,000,000 has been expended in construction and incidental expenses, as appears by the report of the State Engineer, and believed to be correct, and about \$500,000 more is required for full completion and finishing for a single track.

The utility of the work for local benefit, as well as general commerce, has been partially tested by the first two months' operation, October and November.

It has already facilitated local business to a large extent, and aided general intercourse.

It is said that during these first two months' operation, it has added very largely to the tolls of the Champlain canal, over the average of same period for the last three years, while the revenues of the Erie and Oswego canal, notwithstanding the large reduction on tolls of last year, have been greater than any former year. The cost of freight by navigation, from Rouse's Point to New-York city, is only about one-third the charge by railroad to any Atlantic port.

The Northern Railroad corporation, embracing 1,700 local stock holders and citizens, interested in its most useful operations, ask

permission of the Legislature to build a bridge, with proper draws, over that part of the outlet of Lake Champlain in this State, about 2,600 feet extent of water way, on the bridge line. The object of the bridge is to form a connection between their railroad and the railroad from Montreal to Rouse's Point with railroads on the east side of Lake Champlain and the Hudson river, for general benefits to trade and commerce, and especial local advantages.

They urge, that such a work would be of great general benefit, as well as an efficient aid to local property in that section of the State; that the proposed bridge will cause very little injury to the peculiar navigation between Rouse's Point and the St. Lawrence river, compared with the benefits of the bridge crossing, and none to the navigation of the lake between Rouse's Point and Whitehall; that the State, in duty to the locality and the whole country, should yield all reasonable facilities to the proposed railroad connection, considering the history of the improvement and the extensive interests involved in its best operation.

That the bridge crossing would be a desirable facility in summer for travel and freight, requiring speedy transit, and nearly indispensable in winter, the undersigned cannot doubt.

The various objections heretofore urged against the bridge have all been considered by the committee.

The position that it would interfere with treaty stipulations with Great Britain is certainly untenable. The Canadian Parliament, with sanction of the crown, has made three different grants, for crossing the same outlet of Lake Champlain by draw-bridges. One for the railroad draw-bridge of the railroad in progress of construction from Montreal to Portland; one for the road bridge at St. Johns called Jones' bridge, and one for a railroad draw-bridge at St. Johns, above the "Jones' Bridge," intended for the extension of the railroad from St. Johns, around the north end of Missisquoi Bay to the Vermont railroads.

The two former draw-bridges are now in operation, through which draws, all the navigation between Rouse's Point and St. Lawrence river now pass, as well as through other draws of the canals and locks, overcoming the rapids of the Richelieu river.

If there were any treaty obligations, the British government could not and would not object, although desirous of having the railroad crossing, on the Canada side of the line.

But there are no real objections grounded on treaty stipulations. The able report of the select committee of the Senate on this subject made in 1849, (see Document No. 24) settles all this matter very clearly. An objection has been raised, that a bridge leaving over 2,000 feet open waterway would create a rise of the water of the lake to the injury of the low lands on shores of the lake, and considerable testimony in way of opinion, has formerly been given on this point.

The admitted fact that, at several points between Rouse's Point and St. Johns, the same waters pass in less than half the proposed space of waterway for the bridge, calls upon the committee to say, that the well known laws of hydraulics are much stronger than most candid *opinions* from whatever quarter expressed, and that this objection is also untenable.

It has been strongly urged that the proposed connexion with Vermont railroads would divert the business of northern New-York and Canada, and also the through traffic between western states and Atlantic ports from New-York city to Boston, and that proper State policy should prohibit the bridge for this reason.

It is said that Boston capital controls the road, and that Boston merchants will have an undue share of the profits of its trade. This argument is so far behind the spirit of the age, regarding public improvements, that the undersigned does not deem it worthy of much discussion.

The State of New-York should be the last to resist public benefits on such grounds. Such a policy would be too selfish for such a State.

New-York city has nothing to fear from any rival routes of commerce. Every new facility on the whole continent for increased production and trade, as certainly tends to swell the immense trade of that great commercial metropolis, as our rivers tend to the ocean.

It is more than probable that the Northern railroad, with its bridge connexion in full operation, would sensibly add to the business intercourse between that city and northern New-York, Canada, and the western states.

'Should Boston get a fair share of the business, the *producers are the sole gainers*. If state of markets make it the interest of producers and merchants to send to Boston markets, at any season of the year, for larger proceeds will the Legislature of the State of New-York prohibit the realization of such profits, either to our own citizens or those of neighboring states? The undersigned cannot even for argument admit it.

New York city is the great market to which all large consignments of marketable products must go. Such is the law of trade, and such will ever be the result.

If the railroads now connecting with the crossing at Rouses' Point do not give sufficient facilities for reaching Hudson River markets, other railroads will certainly be constructed for that purpose.

The data furnished, however, by the two months' operation of the Northern railroad, sufficiently indicates that New-York has nothing to fear from diversion of business to eastern Atlantic cities.

The following is a statement of merchandise entered from Canada at the port of Ogdensburgh from the 3d of October to the 17th December, 1850, inclusive, for warehousing and transportation in bonds to Atlantic and other ports, viz :

	Quantity.	Value.	Duties.
Flour—barrels,.....	32,999	\$120,554 74	\$24,110 93
Ashes—tons,.....	106	9,669 65	1,923 95
Butter—lbs. nett,.....	22,212	1,881 37	376 28
Peas—barrels,.....	537	770 52	154 12
Fruit—barrel,.....	1	1 00	20
		<hr/>	<hr/>
		\$132,877 35	\$26,575 48

The merchandise above specified has been transported, or otherwise, as follows, viz :

	Quantity.	Value.	Total value.
To New York :			
Flour—barrels,	26,326	\$96,379 60	
Ashes—tons,	101	9,190 24	
Butter—lbs. nett,	19,287	1,581 53	
		<hr/>	
Carried forward,.....		\$	

Brought forward,	\$		
Peas—barrels,	537	770 59	
		<hr/>	\$107,921 96
To Boston :			
Flour—barrels,	5,173	18,558 14	
Ashes—tons,	5	479 41	
		<hr/>	19,037 65
To Champlain, N. Y.:			
Butter—lbs. nett,	2,925	299 84	
Fruit—barrel,	1	1 00	
		<hr/>	300 34
Remaining in warehouse:			
Flour—barrels,	1,500	5,617 00	
		<hr/>	5,617 00
			<hr/>
			\$132,877 35
			<hr/>

From this statement it appears that a fraction over *four-fifths* of the bonded freight passing over the road, seek a market, or transportation across the Atlantic at New-York, while but a fraction over *fourteen hundredths* pass through to Boston.

The undersigned has no doubt that the flour and wheat transported over the Northern railroad, from the Western States, has been distributed between the cities of Boston and New-York in about the same proportions.

In the county of St. Lawrence alone, during the past season, over half a million of dollars have been expended for butter and cheese, one half of which has been carried over the Northern railroad, and full two-thirds of that half was sent to the city of New-York. The other half went through the Oswego canal to New-York and eastern Atlantic cities. The undersigned will not longer dwell upon this point deeming the great point self-evident; independent of local interests, that the necessities of the public demand a cheap and easy means of reaching New England roads and the easy communication over them, with New-York unless paramount objections of a general character interpose. The mercantile and agricultural community, have a right to demand of legislation, such facilities for the construction of roads and bridges, and other conveniences of transportation, as will meet the necessities of commerce. And

such legislators as are willing to obstruct the channels of business, to minister to the grasping selfishness of localities, or are willing to become their tools and panders, come far short of an enlightened discharge of their duties as members of the Legislature. The remaining question to be decided by the Legislature is, do the benefits of the proposed bridge locally and generally so far preponderate over all inconveniences, that it would be unjust to the State to withhold its assent to the construction of it under proper plans and structures? This question involves the whole subject. To this point the committee have mostly confined their attention.

The proposed bridge is located about one mile south of the Canada line, about three-fourths of a mile south of the United States fortress at that point. The lake, there, shoals out to a river; the greatest depth of water being 30 feet, in medium height of water, and the current about one-third mile per hour. The width of water is about one mile, the centre of the channel being the boundary line between the State of Vermont and this State. For two thousand feet of the bridge line, there is over 18 feet of water at all seasons, and for three or four miles south the lake has good anchorage with water from twenty to thirty feet depth.

On the New-York side there is a shoal about 1500 feet from west shore extending south from the point on which the fortress is situated about 600 feet above the bridge line.

On the east side of this shoal is the main channel, which is always taken by lake vessels. In this channel, the railroad corporation propose to locate a *swing draw*, having two openings, each seventy feet in width.

About two miles north of the Canada line, at Bloody Island, the channel is narrowed to two or three hundred feet width, and is crooked; and at Ash Island, two miles further north, the navigable channel is still more contracted. At Hospital Island and Isle aux Noix the water way is also contracted; and at the flats, north of Isle aux Noix, above St. Johns, there are broad shoals, where the best water is scarce six feet, in water with a devious course; at which point the lake vessels are frequently grounded.

From all the facts and testimony before the committee, and their own personal observation, it is obvious that the navigation below

Rouse's Point, in a large part of the season, to St. Johns, where Chambly canal commences, is slow and difficult for all classes of vessels. On this point, the testimony of the two old steamboat pilots, Cannon and Ferris, produced by opposite parties, will probably give senators a clear view of the facts, without wading through the whole testimony.

The maps and plans accompanying this report, which are believed to be correct, exhibit the locality, with various soundings and other measurements.

The committee passed the road draw bridge, at St. Johns, and visited the draw bridge of the railroad from Montreal to Portland, over the same river, about 14 miles below.

The bridge at St. Johns opens a slide draw, leaving a space of about 24 feet. It is a poor draw, slowly opened.

The Chambly canal-locks are 24 feet wide, 120 feet long, and have four to five feet water on mitre sills.

The railroad bridge at Beloeil crosses the river where it is about a thousand feet in width, with an average depth of eight feet of water, and has a current of about two miles per hour. This bridge has a swing draw, of same plan proposed at Rouse's Point, having its centre turn-table on the west abutment of the bridge, and leaving but one opening of 48 feet, over the water, for passage of vessels. The committee examined this bridge, in company with the intelligent engineer and superintendent, Mr. Back, and were fully satisfied with the plan and working of the draw. It turns on a centre-table, like usual turn-tables of railroads, and is occasionally used for the same purpose, in turning engines. It has been in use upwards of two years, without accident to the structure, or any repairs.

The committee saw it opened by one man several times, requiring about one minute for opening and same time for closing. In high winds, two men are required to manage the draw. There can be no doubt of the efficacy of such a draw properly constructed.

The railroad draw at Beloeil, is not placed in the deepest channel, and does not give two openings. The strong current at that location is rendered more difficult for downward vessels, by a projecting point

of land on the west shore, about three hundred feet above, which turns the current eastwardly from the draw, so that all vessels using due care must send lines ashore, above the bridge, and tow downwards, as well as upwards. It is said that two or three vessels for want of this precaution, have been carried against the bridge eastward of the draw, with considerable injury to masts and rigging.

But all craft passing between the St. Lawrence river and Rouse's Point must pass this draw, as well as the draw of Jones' bridge, and the draw over the canal and its locks.

The Beloeil draw is an important link in the great railroad now rapidly progressing to completion between Montreal and Portland, called the Atlantic and St. Lawrence railway, extending from the head of ship navigation and foot of ship canals of St. Lawrence river, to an excellent port on our coast, having shortest sailing distance to Europe.

When this railroad shall be in full operation, the freights which now descend the Canada ship canals or the river to Montreal, will not go 45 miles to Sorel, and thence up the Richlieu river and its canal locks and draw bridges to Lake Champlain; but will take railroad to Portland, the St. Lawrence river to the ocean, or the railroad from La Prairie to Rouse's Point; thence by Lake Champlain to the Hudson river markets, and by railroads of the same gage to any other desirable market.

In any reasonable view, this traffic will take other routes than the slow and difficult navigation of the Richlieu river.

The British government have granted the Beloeil draw-bridge to the St. Lawrence and Atlantic railway for potential reasons, and will never withdraw the grant.

The navigation of the Gulf of St. Lawrence is extremely hazardous, from ice, during full one half the year.

The city of Montreal as a corporation has invested a large sum in the railroad, expecting a full winter business from it, besides quicker transit in summer. This railroad is about 270 miles in length, and for a large portion of its route passes through a highly productive region, sensitive to the stimulus of such a facility. It is about one-

half the length of the New-York and Erie Railroad, and less than half of any line from Buffalo to the Atlantic. Like the New-York and Erie, it has the broad guage for heavy transportation at high speed. It is expected to be finished within two years at the furthest.

When completed and fully equipped it will be a greater competitor for western trade with our State canals, than all the railroads in our State combined. With proper allowances for equated grades, it can beat any line from Ogdensburg to the Atlantic ports by more than one-third in distance, time, and the expenses of operation.

The Northern Railroad has the narrow guage, the same used by all the railroads in New-York and New England, except the New-York and Erie, and the St. Lawrence and Atlantic. Cars from the Northern Railroad can pass over any railroad in New-York and New England (with the two-mentioned excepted) if they can cross at Rouses Point, as cars of the Canada road pass over the same water at Beloeil.

It is a very proper matter of consideration by the Legislature whether it be not most expedient to give all possible facilities to communication by a line of railroads wholly in our territory in preference to any diversion of trade through a foreign territory.

The testimony on both sides shows that the freight carried on Lake Champlain by steamboats and large sail vessels, is now transported by the railroad from St. Johns to Montreal, and that when the same road shall be extended to Rouses Point, as it will be during the present year, the latter point will be the northern terminus of steamboat navigation, whether there be a bridge crossing there or not. The only craft navigating the Richelieu river, between Rouses Point and the St. Lawrence, will be canal vessels, lumber rafts, and small steam tow-boats coming up from the St. Lawrence river. These canal boats and timber-cribs must pass the canal locks singly, and but from two to four can pass at once the railroad draw at Beloeil. When they reach Lake Champlain, from six to ten canal boats, and more timber-cribs are placed in one tow behind a steamboat or propeller. In high or strong side winds these long tows experience difficulty and delay in passing any part of the lake. When they reach Whitehall and sometimes for a distance below they are broken up and pass the canal locks singly.

It is shown that this craft in unfavorable weather might be impeded by a draw bridge at Rouse's Point, and perhaps be obliged to pass, as at Beloeil draw. But this would seldom happen, when they could navigate safely other parts of the lake or the river. The canal boats are vessels which navigate the Chambly and Champlain canals. The timber rafts are made up in cribs thirteen feet wide, and of lengths suitable for canal locks. They are broken up several times in passing from St. Lawrence river to St. John's, which operation consists merely in cutting the green withes which bind them together. When they reach Stillwater they are again attached by withes, a supply of which is always provided, and again detached, as circumstances require. These canal vessels and timber cribs, alone, will be obstructed by the Rouse's Point draw-bridge.

In mild weather there would be no delay or hindrance to them, with a draw properly constructed and operated. Single sail vessels might some times pass the draw, but the undersigned believes they would pass the draw with little hindrance whenever they could navigate the water below.

They might be obliged to "haul through," and large sloops or schooners to take in booms in passing. It is evident, however, that the lee of the bridge would be some convenience, as a set off, and the bridge lights in dark nights would indicate a safe passage.

Large steamers, carrying freight and passengers, and nearly all large sail vessels, will certainly take and deliver freight at Rouse's Point as soon as the Canada railroad is extended to that place. Those vessels carry the great value of all freights to and from Canada. The Northern railroad docks are south of the bridge line, and the Canada Railroad Company have purchased grounds for the docks to accommodate their lake business still further south.

The undersigned believes that the navigation, passing between Rouse's Point and St. Lawrence river, will always encounter more risk and delay at the Beloeil draw-bridge, than with a proper draw at Rouse's Point.

It is proved that long tows, in side winds, would be seriously delayed by a bridge at Rouse's Point. But it is also proved that such

tows cannot safely navigate the lake in bad weather, and often are obliged to lie by days at a time, under lee points.

The undersigned cannot comprehend why the lee protection of the bridge would not be as convenient as a natural headland, or islands above.

At the exposed harbors of Plattsburgh and Burlington the United States government has constructed break-waters for the protection of docks and vessels against these winds. The anchorage at Rouse's Point is less exposed than at either of these harbors. The bill, herewith submitted, authorizing the construction of the proposed bridge, provides for its construction under direction of the State Engineer of New-York, and the Company may be required to construct a break-water, if necessary, for the safety of the harbor.

That the draw-bridge, at certain seasons, would be some obstruction to the peculiar navigation passing the Richlieu river, between Rouse's Point and the St. Lawrence, is admitted on both sides. But it is insisted, and the undersigned believes correctly, that nine-tenths of the value of freights, passing through the lakes, and all passengers, will never pass below Rouse's Point. That the strong current at Beloeil is always an impediment, whilst in a great part of the season Rouse's Point draw would be no hindrance to the timber rafts and tows of canal vessels.

It has been urged heretofore by parties opposing the bridge crossing, that the Canada ship canal, (canals capable of passing vessels of five or six hundred tons) will be extended from Beauharnois above Montreal to the Richelieu river, for passage of the same vessels to Lake Champlain. That these vessels would take the great share of tonnage from Western lakes, soon requiring enlargement of the Champlain canal to the same capacity, and that a bridge at Rouse's Point would interpose some obstructions to this splendid scheme.

If these ship canals should be built they are designed mainly for large propellers and lake vessels, not for the small craft passing the present canals connected with Lake Champlain.

The undersigned believes that those large vessels would as easily pass the railroad draw as they would the locks and draw bridges of

the ship canals, and that the Rouse's Point draw bridge would not sensibly increase the risk or delay to such navigation, if it ever be established.

As a question of State policy of encouraging such predicted navigation to compete with our own canals, in their unfinished condition, it is probable the opinion of the Legislature would quite as strongly favor the claims of the applicants for Rouse's Point bridge.

The Northern railroad and its crossing is in our State, subject to general control from the State government, while the Canada ship canals are beyond the regulation of either the State or the general government. In season of navigation, products brought over the Northern railroad would quite as likely take the lake from Rouse's Point and the Champlain canal, as would the property from Canadian vessels.

Unless the latter canal should also be enlarged, the freights of large vessels would more likely be discharged to Eastern railroads at Burlington, effecting a saving of 50 miles of railroad freight from Rouse's Point to Burlington. In winter, while canals are closed, the bridge could be no inconvenience, but becomes an indispensable necessity not only to the railroad but to all persons accommodated by it, or sending freight over it.

The testimony appended to the report is voluminous and some of it not very relevant, upon mere facts, there is not a wide disagreement. On matters of *opinion* as was expected, there is more conflict. The committee and the Legislature are probably as well able to arrive at sound opinion as to the whole merits of all the questions involved, as are most of the witnesses. The testimony of the two pilots, Messrs. Cannon and Ferris, of Mr. Brewster of Montreal, and of Mr. Pierce of St. Johns, of the civil engineers, Messrs. Schlatter and Brainerd, probably cover nearly the whole case in all important aspects.

The advantage of the bridge crossing to local interests of production and commerce, to traffic and intercourse with Canada, to New-York, railroads connecting with Rutland, and to general commercial intercourse at all seasons of the year, are obvious to all. •

To the northern region of this State, this facility is of great importance, conferring the most cheap and economical means of delivering product, especially in the winter season, a period when city markets afford the best prices. For four or five months, at this season, the crossing is uncertain and hazardous.

The agricultural produce [for 1850, intended for market—of St. Lawrence and Franklin counties, and the northern part of Clinton county—is estimated to exceed \$2,000,000 in value, of which, butter and cheese comprise about \$600,000; a large portion of other articles are perishable, such as vegetables and fresh provisions, requiring quick transportation.

A safe, quick, and cheap connection with markets in winter, is surely afforded by the proposed bridge, when it injures no class or interest.

The season of navigation, say from 2 to 3 months, when strong winds prevail, the peculiar navigation between Rouse's Point and Sorel, on the St. Lawrence, would be somewhat delayed and hindered, as it is at various other points below, if a bridge with good draws is erected. But it is not clearly proved that the general risk or expense of freighting by this navigation would be materially increased.

The facility of a bridge crossing would greatly increase the usefulness of the Northern Railroad to the citizens of northern New-York, and thus stimulate its improvement of lands, water power, timber, ores, and minerals; as well as its agriculture, and increasing its population and taxable wealth.

In season of navigation, as last fall's experience, fully proves four-fifths of the tonnage reaching the lake by the railroad, goes through the Champlain canal to the Hudson river markets, for the plain reason that the best markets are reached at least cost of transportation.

With a bridge, light or perishable articles would take railroads in summer, but heavy articles, not perishable, would obey the laws of trade, requiring cheap transportation, to some central mart where the great monetary exchanges are made.

The railroads already completed, or authorized and in progress on the east side of Lake Champlain and the Hudson, will connect by this bridge with northern New-York and Canada, and also with the

manufacturing districts of New England. The local freights would be great, and the general facilities to trade could not fail to increase the business of our own State markets and railroads.

The State is interested in the proper development of the resources of every part of its territory. The bulk of its unimproved land, timber, minerals, mines and most abundant water power lies in the northern section.

It is deemed probable by many, including the Executive of this State, that the rapidly increasing local trade, and of commercial traffic, between the western states and Atlantic markets, demands a more speedy enlargement of the Erie, the Oswego and perhaps the Champlain canals than can be realized under the constitution. It may be true that the entire capacity of all our canals for the increase and increasing forwarding business through the State, may require all practicable railroad facilities before the canal enlargement can be completed, and that tolls upon all railroads for State policy will be taken off.

Time and experience will indicate the policy to be pursued in regard to this; but the undersigned can well see that the present facilities for transit from the west to Atlantic cities over our canals and railroads, cannot be obstructed without doing manifest violence to the best interests and the fair credit of this State.

The Northern railroad, with best operation could not take one-fourth part of the annual increase of the western trade, with a bridge crossing it, could deliver to eastern and southern railroads, during winter, almost as much freight as those roads could take, and perform their large local business. The railroads down the valley of the Lake and the Hudson, have such advantage over the roads crossing the mountains of New England, as to command the great bulk of the northern trade.

The railroad connexion between New-York city and Montreal would be quick and safe at all seasons, a very desirable object.

The proposed bridge is to leave at least 2,000 feet between its piers of open water way, of average depth of 18 feet. Its two draws are proposed to be 70 feet wide, each with centre pier and turntable,

of most approved structure. It is to have jettys, or flaring jaws, furnished with proper forts and fender posts, extending from ends of the abutments, as far as may be necessary, with lights on the piers and other proper fixtures, for convenient passage of vessels. The whole work to be made according to the plans approved by the State Engineer, and the draws and fixtures to be maintained and operated at the expense of the railroad company without charge to passing vessels or rafts.

The undersigned believes that such a bridge, properly constructed, would be of great local and general public utility, and that any temporary hindrance arising by it, is more than overbalanced by general convenience and benefits.

The policy of the British government in granting similar draw-bridges over the same waters, and the recent action of the Legislature of Vermont in sanctioning the same bridge at Rouse's Point, after having visited the locality in a body, call for liberal action of our own State.

The undersigned cannot doubt that it must sooner or later be constructed, and see no reason why the claims of our own citizens, locally benefitted should be longer postponed.

He therefore asks leave to introduce a bill for construction of a bridge.

All which is respectfully submitted.

WILLIAM A. DART.

REPORT OF MR. OWEN.

Mr. Owen reports that a resolution was passed by the Senate, on the 8th of March, 1850, as follows: "Resolved that the standing committee on railroads are hereby required and authorised, during the recess of the Legislature, to visit Rouse's Point, and such other places in the vicinity as in their judgment may be necessary, in relation to bridging Lake Champlain, at Rouse's Point, and that the committee report to the Senate such portions of the testimony already taken by them, as in their judgment requires preservation."

That in July last the railroad committee, in pursuance of this resolution, visited Rouse's Point and the vicinity, for the purpose of examining the proposed location of the bridge, and taking testimony in relation to its effect when constructed upon the navigation of Lake Champlain. That a large number of persons who were engaged in the commerce of the lake, and also those in favor of the proposed bridge, were examined as witnesses in relation to the effect of a bridge at Rouse's Point upon the navigation of these waters. This testimony by itself necessarily voluminous will be submitted to the Senate.

The evidence on the effect of a bridge upon the navigation of the lake, though somewhat conflicting, preponderates strongly against the proposed bridge.

The witnesses against the bridge, consisting mainly of masters of steamers and sail vessels and pilots, uniformly concur in one opinion. Plans of the proposed bridge, prepared by the applicants for the bridge, were shown and explained to the witnesses. Their testimony is strong and decided, that any bridge across these navigable wa-

ters, at Rouse's Point, even if constructed in the most approved and best possible manner, would very seriously and dangerously obstruct the safe navigation of the lake at this point.

The undersigned will not in this report attempt to recapitulate the evidence to much extent, but will leave Senators to examine the evidence itself, to see how strongly this opinion is maintained, and how generally it is *concurred in* by gentlemen acquainted with the business, and engaged in this navigation.

The evidence herewith submitted, together with that already before the Senate, the reasons for the opinions given by witnesses, furnish a mass of testimony showing the dangerous consequences which the bridge would effect upon the commercial and navigating interests of Lake Champlain that it would seem to be impossible to resist.

These witnesses concur in the opinion that with strong southerly or southeasterly winds it would not be safe to attempt to pass the draw of the bridge.

That at such times vessels would be compelled to seek the best shelter at hand, or to ride at anchor until the storm abated or the winds were laid. This might be done by many vessels and steamers engaged in navigating this lake. But it would be hazardous to that large class of steamers, engaged in the business of towing boats, lumber and logs, upon these waters. These tow loads consist of from fifteen to twenty loaded boats, all drawn by a single steamer.

A very considerable business is done on these waters in towing rafts of square timber, boards and lumber up the Richelieu river through Lake Champlain to Plattsburg and other places. These rafts generally consist of 100,000 to 130,000 feet of lumber.

With such loads as these in tow, stretching half a mile from the steamer, and with nothing but the piers and abutments of a bridge in the distance at leeward, it would seem to the undersigned to be an absurdity to talk of riding out a storm on Lake Champlain at anchor.

Many of the witnesses were of opinion that even in mild weather it would be difficult to pass the draw of the contemplated bridge with these tow loads without breaking them up and passing them in pieces, which would be attended with serious expenses and vexatious

delays. But in rough weather, which is estimated to constitute a large portion of the time of the sailing season, it would be impossible to pass the draw with tow loads of boats or of lumber until the storm was over. Rafts are made up of a width and length proportioned to their quantity.

The general width is eighty to one hundred and twenty feet, which is fifty feet wider than is proposed to make the draw of the bridge. These rafts are generally towed through the lake during that season of the navigation when the winds are high and the lake, at this point, rough and boisterous. The south and south-easterly winds blowing fresh and high for several days in succession, would necessarily throw the rafts out of line with the boats, and render the passing the proposed draw with rafts impracticable if not impossible. The evidence shows that the transportation of lumber through this lake is increasing each year, and that towed through the last year was equal to double the amount which passed through the year preceding.

That the construction of a bridge across the navigable waters of Lake Champlain would most injuriously affect the rapidly increasing commerce of the lake cannot, from the evidence, admit of a reasonable doubt. Very many of the witnesses stated a fact apparent to the undersigned, that the erection of a bridge "*at Rouse's Point,*" would be more injurious to navigation for the want of head lands in the vicinity to break the force of the winds, than it would be at almost any other part of the lake.

The high standing, the great intelligence, and the almost entire unanimity of the witnesses in relation to the consequences that must inevitably result from bridging Lake Champlain at the point proposed, will be readily seen and acknowledged by all who will take the trouble to read the evidence. By a reference to that evidence, Senators will discover that the commerce of that lake has, within a short period, increased with almost unexampled rapidity. To what an extent it shall go on increasing under the judicious and fostering care of the Legislature, and the enterprise of the people engaged and hereafter to engage in extending it is impossible to conceive.

By reference to the returns from the Custom Houses it will be seen that the commerce and tonnage has doubled each year for the last three years. The trade and intercourse between the

Canadas and the United States so rapidly increasing, is mainly carried on through lake Champlain; thence by way of the Champlain canal and the railroads of New-York, this trade and travel passes to the city of New-York, increasing the revenue of our public works, and paying tribute as it passes to the State. If the undersigned is at all correct in the conclusion arrived at, it would seem to be impossible for the Legislature of New-York to do an act so suicidal as to authorize the erection of an obstruction to the free navigation of this valuable, and, from its associations, deeply interesting highway.

By existing treaties between the United States and Great Britain, the navigation of Lake Champlain is to be free to the vessels of both nations. While these treaties remain in full force, it may well be doubted whether this State has a right to permit that navigation to be either partially or wholly obstructed. If we have the right to do the one, we may the other, and so may defeat or destroy the effect of treaty stipulations, solemnly made between the two governments. If there should be no doubt of the *legal right* to do so, notwithstanding the promise of good faith implied by these solemn treaties between the nations, there still should arise some mighty reason to demand that the "Gordian knot" of that faith should be cut, before the deed was done. And it might be well to inquire what has arisen to demand this sacrifice of revenue and good faith and commercial intercourse at our hands. It is that a private and literally foreign corporation require that we should obstruct or seriously injure this great and national highway, in which our whole people have a common interest, that a private road of their own may be improved. Navigable waters are national property. Under its constitutional power to regulate commerce, the general government has the right to erect light houses, improve harbors and to remove obstructions to the free and uninterrupted enjoyment of its national highways. Individual States within whose borders such highways are located, may, it is true, regulate bridges and ferries for the public convenience. But this must always be done in strict observance of the higher and Heaven derived right of free and unobstructed navigation. Three independent sovereignties, bounded upon it, have a common right to the full enjoyment of this highway of nations as the God of nature made it. Neither has the right to impede or discommode the other in the use of its navigable waters. No one of these States, nor *all*

three combined, have the moral right to obstruct or destroy the useful navigation of this lake. The commission of man is *to improve* for the benefit of his race as well as himself, upon the works of his Creator, not *destroy them*. A right may exist, but posterity in another generation, will have as good a right as we now hold to enjoy this navigation unmolested and undisturbed.

The government of the United States has already extended its jurisdiction and revenue laws over Lake Champlain, and its revenue officers are now in the discharge of their duties. The same government has also commenced the construction of a large fort on the shore of the lake but a short distance below the point where the bridge is proposed to be built. An appropriation was made to complete this fort at the last session of Congress. Since the existence of the government of the United States we have passed through a three year's war with Great Britain. The naval operations upon Lake Champlain during that severe and protracted struggle, added their full share to the maritime renown of the nation. Its waters were then baptised with the best blood of the nation, and no rude hand should impede their free course to the ocean. The military movements and conflicts on its shores, conclusively show not only its national importance in case of war as well as its feasibility of access by armies of both nations. Since the war of 1812 the two nations have several times appeared to be just on the verge of another. These have however been happily and peacefully averted. But we have no right to expect an exemption from the common round of human calamity. The case of another war with England, an event by no means improbable, when it is considered that that nation and the United States are the maritime rivals of the world, the construction of a bridge at Rouse's Point would create an obstruction so serious as to demand its removal. It would be situated between the fort of the United States and the lake, rendering the passage of government vessels to and from the fort at all times difficult and dangerous, and during a great part of the season of navigation impassable. Under these circumstances, and under the moral certainty of the injurious results above referred to, the Legislature is now asked by a private corporation, whose stock is principally owned in Boston to authorize the construction of this bridge. It would seemed to the undersigned that a measure so fraught with destructive consequences to the great

and rapidly growing commerce of Lake Champlain, could not be viewed with favor by the Legislature, and that the report of the committee might well be confined to the navigation question alone. And that the obstruction the bridge would cause to the navigation of the lake would furnish a sufficient objection to its present construction.

But the history of legislation in this and other States, is full of instruction. The Legislature is a changing and changeable body. An entire new Legislature convenes biennially, in the Capitol. A Legislature in one year may reject an application like this with great unanimity, and another may grant it in the succeeding year with unanimity as great. Such cases occur too frequently to render it necessary to refer to individual cases of this character. For this reason it seems to be proper to present another feature of this case, which, perhaps, is of greater importance to the State of New-York.

The undersigned believes it to be the duty of the State of New-York to legislate *for* the benefit and interest of that State as a body, and not *against* it. That the Legislature cannot depart from that principle rightfully, though a section of the State might be benefited by that departure. For instance, the revenues derived from foreign importations, and collected, are for the benefit of the State, and though it might be for the interests of the people of St. Lawrence, or any other county, to exempt them from the payment of duties on articles imported by them, it would be manifestly unjust and improper to do so. The State of New-York is justly celebrated for the grandeur and magnificence of her internal improvements.

The Erie canal was among the earliest of the canals constructed in this country, notwithstanding its extent and the magnitude of its cost. To the far-seeing sagacity of the great De Witt Clinton is this State and the Union indebted for the commencement and successful accomplishment of that splendid work. It was the construction of the Erie canal that made Western New-York and the Western States what they now are.

The design of this canal was to furnish a safe, expeditious, and cheap highway for the transportation of property going to and from the great West. At the time of its construction, the Falls of Niagara were regarded as constituting an insurmountable barrier to navigation between Lakes Erie and Ontario.

The enlargement of that canal has been many years in progress, and it is understood that it cannot be completed much short of ten years. We are now in debt for this enlargement about sixteen millions of dollars; but every one understands that the revenue to be derived from that canal will in due time extinguish the debt, if the business of the canal shall not be diverted, and its revenues destroyed.

But by the construction and the more recent enlargement of the Welland canal around the Falls of Niagara, by the British government, the aspect of things is materially changed.

A new, and, it is generally understood, a cheaper route, is now opened to the Atlantic ports for the produce of the West. A vessel may now take in its load at Chicago, and pass through the Welland canal, and thence to Ogdensburgh; where, if the Rouse's Point bridge shall be built, the load may be put upon the cars and go direct to Boston. There can be but little doubt that the products of the great West can reach Boston on this route cheaper than the same can be transported by way of the Erie canal to New-York. The laws of trade, in one sense at least, are presumed to be the same all over the globe; and that is, that the produce of a country will always seek a market by way of the cheapest route.

By taking this route, the heavy tolls of the Erie canal, and at least one transshipment, are avoided. A considerable saving, also, will be made in the transit by way of the Ogdensburgh and Boston route, in the time required to reach the market; and time, with the commercial world, is most emphatically money. The evidence taken by the committee in relation to the diversion of trade from our own canals and State, is sufficient to excite well founded apprehensions. That the applicants for the bridge, and those who are best acquainted with its probable effects, believe that a great revolution in the transit of the wealth of the interminable West to market would be the inevitable result of the construction of this bridge, is most certain. It was for a long time supposed that railroads could not successfully compete with canals in the transportation of merchandize. But the reverse of this proposition is now almost demonstrated to be true. If this bridge should be built, the Legislature will have done all it could well do to divert trade from our own canals and metropolis.

Let us now see whether this diversion of trade from New-York to Boston, is not only contemplated as probable by the applicants for this bridge, but whether they do not regard it as certain ; and whether that consideration does not furnish the true reason why the erection of the bridge is pressed. That such was the design of this bridge is abundantly established by facts found in a pamphlet published in Boston in 1845, by Hon. J. G. Hopkins, in behalf of the Ogdensburgh railroad committee. On the first page of this pamphlet, Mr. Hopkins remarks : " All must admit that nothing can, at this day, contribute so much to the prosperity of Boston and New England generally, as the direct enjoyment of any considerable portion of the trade of the vast fertile and rapidly populating regions bordering on the great western lakes." Again he says : " It will now be attempted to be shown that Boston has it in her power by securing the construction of the proposed road to Ogdensburgh, and by that only, to secure to herself the advantages of a large share of that trade, as well as that of the rich mineral and agricultural region of northern New-York, and, at the same time, secure direct communications with both the Canadas, and *draw to herself the best part of the trade of those provinces that will be likely to pass through American ports.*" In relation to the effect produced upon the commerce of the western lakes by the Welland canal, he says :

" In seeking to impress you with the full force of the facts and arguments that may be presented, it is necessary that one great leading feature of the subject should be fully kept in view ; and that is, that the construction and enlargement of the Welland canal between Lakes Erie and Ontario is producing and must continue to produce a vast change in the course of trade of the great lakes. Let your minds then be deeply impressed with the fact that, so far as regards the trade of those lakes, *the Niagara Falls are broken down*, and that wonder of the world obliterated from the map of commerce. Let it be borne in mind that Buffalo is no longer the foot of navigation of those great inland seas, but that this is a distinction now enjoyed by Ogdensburgh, a point at least 200 miles nearer than the former place to Boston ; a point, in fact, as near to Boston as Buffalo is to Albany."

The able and learned author of this pamphlet, which from its tone and arguments would seem to have been prepared with great care to

induce the capitalists of Boston to secure the speedy and certain construction of the Ogdensburgh (or Northern) Railroad, next proceeds to show the relative cost of transportation of flour from Cleveland to the Atlantic ports by the Erie and Oswego canals to New-York, and the Ogdensburgh Railroad to Boston. By this statement, which is confirmed by the evidence, it would seem that a barrel of flour can be sent to Boston by Ogdensburgh for 32 cents less than by the Erie canal to New-York, and about 13 cents less than by the Oswego canal to the same port.

This calculation would seem to have been made before the project of bridging Lake Champlain had been conceived, and without the advantage of an uninterrupted transit in cars from Ogdensburgh to Boston. The time required to transport a cargo from Buffalo to New-York is estimated at eight days, while the same cargo could be carried from Ogdensburgh to Boston in two days. On this subject the writer says that "this fact would furnish an advantage sufficient to give it the preference, even with the same charges of transportation. How great a preference then where there will be so great gain both in time and place."

"But there are other important reasons why the Ogdensburgh route would be preferable to any other.

"1. It will be a continuous line of railroads, *free from restrictions and State tolls*, and under the direction of a single interest, having in view the obtaining the greatest possible amount of western trade over them by proper arrangements of freight. Whereas, the canal routes are subject to heavy toll, and the central railroad routes are under restrictions, preventing their taking freight except in winter, and then subject to canal tolls; and which restrictions and tolls, in consequence of the conflicting interests between the two canal routes, and between the canal and railroad routes, will probably not be removed or reduced upon any of them.

"2. Freights when once placed upon the cars at Ogdensburgh, will go through without breaking bulk; while on the other routes they will be subject to at least one transshipment.

"3. The navigation of the lakes to Ogdensburgh is open one month, and often six weeks longer in each season than the New York canals.

It is notorious that the harbor of Buffalo is generally obstructed in the spring, some weeks after the other harbors on the lakes are entirely free; and it is expected that a strong current from Lake Erie may be turned through so large a channel as the enlarged Welland Canal, so as to keep that canal open many weeks longer every season, than the New York canals."

On page 14 of this pamphlet the learned author further says :

"7. Without the Ogdensburgh road, Boston would not only lose the immense advantages of the trade of the great west, and of the best portion of Canada, but also that of the great mineral region of northern New York, a trade which we shall yet see will be of no small importance; while, with the Ogdensburgh road, in connection with the line from Boston to Burlington, not only would all these great advantages be secured, but also the object would be accomplished of securing the travel and intercourse between the seaboard and Montreal, and retaining the advantages to Boston of having the Cunard line of steamers continue to come to that port."

Again, in the same document, to show the resulting benefits of this communication to Boston, in preference to our own State, the author uses the following argument.

"Will the Ogdensburgh road enable Boston to share with her sister city, New-York, in the foreign trade in western produce? We will endeavor to show that it will. The cheapest route from the Western States to New-York is admitted to be by Oswego, and the competition of the last year probably reduced the expense on that route as low as it can ever be expected to be; and we have seen that conflicting and rival interests will never admit of any reduction of tolls. The cost of getting a barrel of flour from Oswego to Albany, as we have seen, is 33½ cents; freight from there to New-York, 10 cents; making 43½ cents. We have seen that a barrel of flour may be sent from Ogdensburgh to Boston for the same sum; and, indeed, if the opinions of engineers can be relied on, for considerably less. Boston would receive her produce from the west several days sooner than New-York could by the slow navigation of the canals, and is one or two days sail nearer the European market. Indeed, articles have appeared in almost every paper published in New-York and Albany, and many along the canal, admitting the results which we

anticipate from the construction of the Ogdensburgh road ; and many of them (not duly appreciating the vastness of the trade of the west) express their alarms at the probable consequences, and, to counter-vail them, have suggested different propositions, which we will examine. Some of the New-York papers urge the immediate completion of the New-York and Erie railroad. Aside from the question whether it will ever be completed, it may be asked how, if completed, could that road, with its 500 miles of length, and its 90 feet grades, be made successfully to compete with the Ogdensburgh and Boston roads, of not more than two-thirds its length, little more than half its cost, and with grades requiring less than one-third the power to operate them ?

“Another proposition, suggested in an Albany paper, is, to construct a line of railroad from New-York to Albany, and thence to Lake Champlain, to receive the western trade by the Ogdensburgh road and that lake. This is a great concession to the Ogdensburgh road, but the project is impracticable. It would involve the necessity of two transshipments, or transfers on Lake Champlain, since the roads could not meet. *It would be along side of the Champlain canal, and the State and canal interest would, of course, restrict any such road from taking freight, except in winter,* and at all events subject it to canal tolls. Besides, since the people of Western New-York have become so alarmed at the probable results of the Ogdensburgh road, they will hardly consent to any new project, to turn trade from their channels by Lake Champlain to New-York.” To induce the Boston capitalists to undertake the construction of the Ogdensburgh road, he says :

“Who then can estimate the value to Boston of this new avenue of trade with the west ?

“Are the inhabitants of Boston and New-England willing any *longer to pay tribute to New-York* on all the bread stuffs and produce which they receive through her canals, equal to 35 cents toll on every barrel of flour, and amounting, in the aggregate, to \$151,862.90, on the single article of flour brought to Boston alone, over and above freights and other charges ? Are they willing longer to submit to similar tolls upon the manufactures which they send to the western market ? Nothing can be more essential to the prosperity of the manufactures of New England than to be able to receive her bread

stuffs at the cheapest prices, and to possess ready facilities for returning her manufactured goods in payment.

“And are the business men and property owners of Boston *willing longer to let New-York continue to take so large a share of the benefits of the trade of the great west?* Some idea of the value of this trade may be formed from the following statement: The increase of the value of real estate in the city of New-York, as derived from the official valuations during the ten years previous to the completion of the Erie canal, was only \$1,439,634, while the increase during the ten years succeeding, (as taken from the official valuations, was \$135,648,027. Nor need this excite surprise, when it is remembered that the tonage of products sent to tide water on those canals in 1844, was 1,019,025 tons, valued at more than \$34,000,000, and that 176,737 tons of merchandise was sent from tide water on those canals in the same year.”

Actual experiment since the Ogdensburgh railroad has been opened for business, has more than realised the predictions of the author of the pamphlet from which the foregoing extracts are taken. Flour is now transported from Ogdensburgh to Boston for sixty cents a barrel, and other property at freights as cheap when compared with the channel of transportation.

The undersigned entertains no unfriendly feeling towards the country bordering on Lake Champlain, or the northern counties of the State; but on the contrary, he would readily and cheerfully give his vote and whatever of influence he possesses, for the advancement of their interests which would not be seriously detrimental to the great interests of the State. He disclaims that his views originate in any sectional or ungenerous feeling. The Legislature should be generous in its measure of justice to each portion and section of the State. While in the exercise of legislative discretion, we should foster the spirit of commercial enterprise in every portion of the State, still we should regard the laws of self-preservation as applicable as well to a State as an individual or a nation. He regards the bridging of Lake Champlain at the place and for the purposes proposed as being pregnant with consequences so injurious to the growing commerce of the lake, and the revenue of the New-York canals, as to render it inexpedient if not impossible for the Legislature to allow of its construction.

If the construction of the bridge was designed and calculated to bring trade and business to our own canals from the great west, or the Canadas, and to facilitate internal trade and intercourse between different portions of our own state, whereby the canal revenues would be augmented, there would be much stronger reasons than has as yet been presented to the undersigned, for trying the dangerous experiment of obstructing navigable waters, so important to the interests of the State. But when it is considered, that the reverse of this is the fact; that it is intended, and will, if constructed, withdraw from this State and its public works, not only the large and rapidly increasing trade with the Canadas which now is transported on the Champlain canal, but will also furnish the means by which the trade of the great west will be diverted from the Erie canal by way of Ogdensburgh to Boston, the question becomes one of fearful magnitude.

The State of New-York was the pioneer in the conception and successful execution of the system of internal improvement, which now forms so great a portion of the wealth of the nation. It was the opening of the Erie canal that united our eastern cities with our great emporium of commerce to the unbroken forest of the west, and made them "blossom as the rose." This was not achieved and executed without the expenditure of millions upon millions of the money of her people. Unaided by the general government, the state of *Massachusetts*, or any other State, under the auspices of the renowned Clinton, the work was begun and accomplished. The difficulties and embarrassments encountered by its friends and projectors are matter of history. An avenue was opened through which the products of a vast country could find its way to the great commercial metropolis of the world, paying as it passed for the construction of the artificial river upon whose bosom it floated to market.

It is no wonder that our eastern neighbors should desire to share in the untold wealth that has been poured into the lap of the state by the construction of this magnificent work.

It is no wonder that Boston, as well as other commercial cities, saw that New-York, through the aid of her expensive canals and State improvements, was passing by them with gigantic strides, and truly divined the cause; and having divined the cause it is not matter of wonder that the citizens of Boston should desire to divert the same rich trade from New-York to their own Atlantic port.

It is not matter of surprise, that the indomitable perseverance of the ambitious capitalists of New-England, in the attempt to rival other Atlantic ports, should even seek to reap the fruits of successful enterprises, conceived and executed by our own State.

But while we admire the intelligent sagacity of the far-seeing capitalists of Boston, in their efforts to draw from this State the rich trade of the west and the Canadas, and however earnest their perseverance, yet it appears to the undersigned that the Legislature of New-York will hesitate long, before they will throw away from their own State, a trade which is the foundation of their greatness and wealth, and give it to their more cautious and calculating sister. The undersigned is of opinion that it cannot well be sustained, that the construction of the bridge could in any event be productive of very beneficial results to any very considerable portion of the northern counties. Of the four northern counties, Franklin and a part of St. Lawrence, might derive some partial benefits from the road connected with it, but it is difficult to conceive how Clinton or Essex, can be materially benefitted by it. Indeed it is understood that a large portion, if not a majority of these last named counties, are opposed to the bridge. The bridge is claimed by its projectors to be a part of the Northern Railroad of New-York. If the bridge should ever be permitted to be constructed the charters of the several roads should be united into one and named to express the fact, "The Boston and Ogdensburgh Railroad." Instructive lessons in relation to this Northern railroad, and the arguments used to induce the State to undertake the work may be gathered from the history of the past. The subject of opening a communication between Lakes Ontario and Champlain, which was to form a part of the great system of internal improvements, which had been commenced was first recommended to the consideration of the Legislature, by Gov. Clinton in his annual messages of 1824, and 1825.

The Legislature, in accordance to his recommendation, instructed the Cannal Commissioners to make a survey and estimate of the three routes, one from Ogdensburgh to Lake Champlain, one from the Erie canal at Herkimer to Ogdensburgh, *and one from Rome to Ogdensburgh.*

A survey of the first named route was made, but some difficulty presented itself as they approached the lake from the high ground be-

fore reaching its shore, which would require lockages to some extent to overcome.

No definite action seemed to be had by the Legislature upon the report then made.

In 1838, the Legislature again directed necessary surveys and examinations to be made, at the expense of the State, to ascertain a practicable route for a railroad from Ogdensburgh to Lake Champlain; and E. F. Johnson, an eminent and experienced engineer, was appointed to perform the duty.

He examined and surveyed two routes; one terminating at Plattsburgh, at a grade of forty feet, and the other terminating at Keeseville, at a grade of ninety feet per mile. In his report to the Legislature of 1839, he gave a preference to the Plattsburgh route, saying: "That there is not probably another to be found in the State, of equal extent, where a railroad has been contemplated, which presents features more favorable to the construction of a cheap and permanent railway."

The committee, to whom the report of the engineer was referred, gave the facts in the case, but did not recommend the undertaking of the work by the State. They also referred to the action of a committee of the friends of the work, consisting of J. G. Hopkins of St. Lawrence, Isaac C. Platt of Clinton, and James Duane of Franklin county, in which they said: "The route extending between large bodies of navigable water, and *connecting, by way of Lake Champlain,* with the Champlain canal and Hudson river, and by Lake Ontario with the Oswego and Erie canals, *to each of which it will be an important tributary,* has distinguishing features as an object of State enterprise." "Another distinguishing feature," said the committee, "of the proposed improvement, as a State work, is that a large trade in ashes, provisions, and lumber, especially sawed lumber, which now almost necessarily finds its way down the St. Lawrence to a *foreign market,* would be directed into *our own channels:* besides avoiding the dangers of the river navigation, like all other productions of the country, without expense of any further transshipment, *safely float through our canals to the docks of our own commercial cities, in preference to any other market; thereby not only adding to*

the general prosperity, but largely increasing the business of the canals. Instead of having a tendency to *withdraw business from the canals*, it will be an important *tributary to them*, differing in this, as well as other respects, from most other projected improvements, giving force to the remark that it would not be just or magnanimous in the Empire State to require a work of so public a nature to be made by individuals, when half the profits would accrue to the State in tolls on its own canals."

A meeting of the members of the Legislature, and other gentlemen interested in the work, was held in February of the same year, at which Lieutenant-Governor Bradish presided, and Messrs. Hopkins of St. Lawrence, Hammond of Essex, and Platt of Clinton, were appointed a committee to draft resolutions. Among the resolutions adopted, were the following :

"That it will divert a large trade in ashes, provisions, and timber, from a foreign market to our own commercial cities, and instead of having a tendency to divert business *from our canals*, will be largely *tributary to them*." A memorial was also drawn up the same year, at a meeting of the residents of St. Lawrence county, and presented to the Legislature, from which the following is an extract: "And the products which hitherto descended the St. Lawrence, would be transported by way of Lake Champlain to our own commercial emporium."

This was one of the principal arguments for an immediate commencement and early completion of the work by the State. "When done," says the same memorial, "it will overcome in six hours the distance that now consumes two days and nights. It will draw to it the travel from the British Provinces and the eastern States. It will bring Ogdensburgh, a growing town at the foot of ship navigation on the St. Lawrence, destined to become a northern city of great commercial importance, within thirty-six hours' travel of New-York."

The chairman of the rail road committee of the House, in his report at the same session, in relation to the Saratoga and Washington railroad, refers to this Northern railroad in the following language :

"The construction of the Ogdensburgh and Champlain railroad also, for which strenuous efforts are now making by the inhabitants of the north, would be, in a manner, imperfect without the completion of the road from Saratoga Springs to Whitehall. As

"a part of the system of internal improvement therefore, recommended by the Governor, it would be impossible to carry out that portion designed to benefit the north, without connecting the unoccupied space between the Hudson river and Lake Champlain. At present," the same report says, "such is the state of the trade, south of Whitehall, that most of the lake towns and the north, seek a Canada market, by the way of St. Johns and La Prairie railroad. But it is urged that the completion of the work for which aid is now solicited, would not only change the channels of this trade but even render Canada, in a great measure, tributary to this State; and that aided by the recent introduction of steam packets on the Atlantic, it would also make this State the main thoroughfare between England and the Canadas—the *Springs*, the *Falls*, and our *Commercial Emporium*, would thus become the resort of numerous travelers, and the intercourse would prove highly important in increasing the wealth and advancing the prosperity of a large number of our inhabitants." The House of Assembly passed a bill for the construction of this work by the State, but it was defeated in the Senate. In 1840 the application was renewed with vigor, commencing in the Senate, which body passed a bill authorizing the construction of the road by the State, but it was lost in the House on its final passage by *one vote*.

The subject was brought up in another form the same year, and a law was passed appointing commissioners to cause a minute survey of the several routes from Ogdensburgh to Lake Champlain to be made. Under this law the several routes from Ogdensburgh to Lake Champlain, were again surveyed by Edward H. Broadhead, Esq. This survey resulted in confirming the report of Mr. Johnson, made in 1837, with some improvements of the route. By the report the terminus of the road was to be at Plattsburgh or Keeseville. The report of the commissioners covering the report of Mr. Broadhead, was referred to the railroad committee of the Assembly in 1841. That committee reported a bill making it a State work and confining the terminus on Lake Champlain to Plattsburgh or Keeseville. The bill was defeated.

Up to this period, the friends of the Northern railroad acted together. But the explorations and surveys, together with the action of the Legislature upon them, had seemed to definitely settle the

question, that whenever this road should be constructed, its eastern termination must be either at Plattsburgh or Keeseville. As might have been easily foreseen, the rivalry between the two places produced a contest that delayed the passage of any bill until 1845.

In 1845 the Legislature gave a charter for the construction of this road to a private corporation, and gave the power to a majority of its directors, to fix its location without restricting it to any particular place. But it is believed that no friend of the road, nor any member who voted for the bill, even contemplated at this time, the *possibility* of its *terminating* on Lake Champlain, at any other point than *Plattsburgh* or *Keeseville*.

In reviewing the history of this improvement from its first recommendation by Gov. Clinton until the passage of the bill in 1845, the great and controlling arguments in favor of its construction, either as a State work or by private and individual enterprise, uniformly have been the great addition it would bring to the trade and commerce of the State, and the increase of revenue it would produce to the New-York canals. It was these arguments that weighed so powerfully upon the committees and members of the Legislature, and so often controlled their votes in favor of adopting this road as a State work and improvement.

The undersigned has looked in vain for any document in reference to this work, in which the arguments have not stood in "bold relief," as the controlling reasons for its adoption by the State, or its construction by individual enterprise, for the whole twenty years prior to the passage of the bill of 1845.

Immediately after the passage of the bill in 1845, the citizens of Ogdensburgh, with a commendable alacrity increased their energies to secure the early completion of the work under the charter. They appointed a committee, at the head of which was Hon. J. G. Hopkins, a gentleman of great ability, to disseminate information in relation to the cost and prospects of the road. It was not to be expected that the funds to construct it were to be found in the comparatively new, but growing country through which it was to pass.

The object of the committee was to present arguments so strong and convincing, as to induce capitalists from abroad to undertake the work.

How well and how faithfully that duty was performed by the committee, the pamphlet published by Mr. Hopkins in July, 1845; and from which such extensive extracts appear in this report, will show. It is to be regretted, however, that the arguments of the committee were not prepared for a *home* instead of a *foreign* market.

The report of Mr. Hopkins was doubtless written for an eastern meridian, and to bring eastern capital to the completion of the work; but when it was considered to be a "fixed fact" that the road must inevitably terminate at Plattsburgh or Keeseville.

It was written when all men supposed that the produce and merchandise transported over the road would be subjected to the expense of transshipment whenever it reached Lake Champlain, and that upon its arrival at that point, the routes to New-York and Boston would be left to compete with each other upon comparatively equal terms. Boston holding the advantage in distance or time, while New-York would have a continuous water communication from Plattsburgh or Keeseville to her great commercial city. These arguments were written out to convince the eastern capitalists that with the aid of the Northern railroad, their city could successfully compete with her hitherto more fortunate and successful rival, the city of New-York, for the trade of the mighty west, and to induce them to take up the stock and build the road before it was demonstrated that railroads could compete with canals upon equal terms for the transportation of heavy merchandise.

The friends of the road were eminently successful. Indeed it is difficult to conceive how such an array of facts and arguments could fail of their intended effect. The Boston capitalists therefore took the stock and built the road, and it is now under their control. Ostensibly a company chartered by the State of New-York, with a view to promote her own interests and to increase the revenues of her canals, but in fact a Boston corporation, striving to divert trade from our own state, the inevitable result of which is to destroy the revenues of our own noble canals, and direct that trade through avenues of their own to Boston.

The undersigned has examined with some care to see if during this long struggle for this improvement, the bridging of Lake Champlain

at any time formed a part of its plan. He has been unable to find any suggestion of such a measure during the twenty years that the subject was before the Legislature.

The petitions, documents and reports of its friends and legislative committees, conclusively prove that such a project never was conceived before the road was chartered. Boston is most evidently entitled to the honor or credit of its conception and if it is ever completed will reap alone the rewards of the work.

The undersigned would not be understood as in the slightest degree complaining of the intelligence and far-reaching sagacity of the people of Boston. It is not only their right, but emphatically their duty, as citizens of Massachusetts, to endeavor to aggrandize and enrich by all honorable means their own commercial city, and thereby their State at large. But the rights, duties and obligations of a New-York Legislature would seem to lie in an opposite direction. A single State, though bound to the Union for the purposes of "defence and promoting the general welfare," is nevertheless an independent sovereignty, and its legislators are under a high and holy obligation to take care of the peculiar interests of that State, and the resources, the revenue and well being of her people.

Weighing all the evidence and arguments that have been presented, considering the history of this road from its infancy, and the relation it sustains not only to our own State and to those of New-England, but to the British Provinces, the undersigned cannot but regard this application as in a great degree suicidal to the interests of the State of New-York to permit the construction of this bridge.

Because it would, beyond all doubt, greatly injure and probably circumscribe a navigation that now is a great and growing tributary to our public works.

Because it would render useless, in time of war, the large and expensive fort which is in process of construction between the point where the bridge is proposed to be built and the British province.

Because it would divert the commerce of the Canadas, a great part of which now finds its way to the seaboard, through the Champlain Canal into other channels.

Because in its aid of Boston to the prejudice of New-York, in her attempts to secure the trade of the western lakes, it would induce the western people to pay tolls on the Welland Canal to a *foreign nation* instead of our own State.

Because it would tend to transfer a large share of the carrying trade upon the lakes from American to British vessels.

Because instead of the increased revenue to be realized by our canals from the construction of the Northern railroad, so long and repeatedly promised, if this bridge should be built it would injuriously affect and reduce the tolls.

Because it would, to an extent sufficient to warrant the worst apprehensions, draw trade and commerce *away from* instead of *into the State*, and that too at a time when the Erie Canal enlargement is yet incomplete, and when a debt of \$16,000,000 rests upon our people, for improvements already made.

Wisdom, justice, and sound policy would seem most strongly to forbid this self-sacrifice of the interests of our people, however magnanimous it might be regarded to promote the interests and claims of another State, in their revenues and commerce, a rival people.

On the other hand if the reasoning and conclusions of the undersigned are not fallacious; if reliance can be had upon the report of the Ogdensburgh railroad committee, by Mr. Hopkins, in 1845; if the keen and far-seeing capitalists of Boston have not wholly mistaken the course and laws of trade; if they have not, for the *first time*, been induced to spend their millions of money by "cunningly devised fables" there is danger, great danger, that without the bridge at Rouse's Point, Boston, by the Welland Canal and Ogdensburgh route, can successfully compete with New-York for the wealth to be derived from the trade of the western lakes, while with that bridge its certainty is demonstrated. It is then time, high time—for New-York to arouse and "shake the dew from her garments."

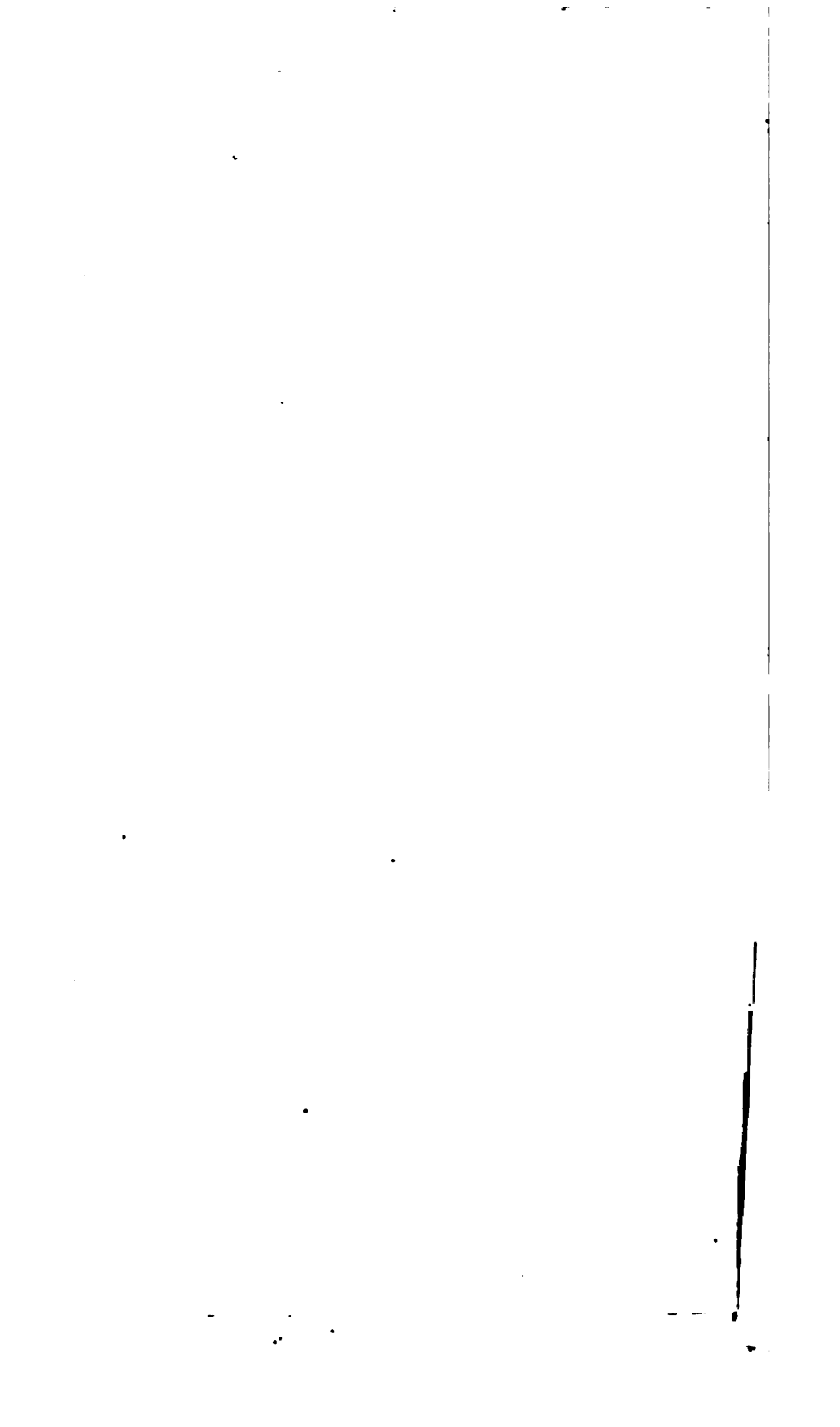
The interests of New York imperiously demand that their Legislature shall do nothing to destroy, injure, or impede the navigation of those streams and lakes which the God of nature made navigable for their enjoyment, nor to lessen or decrease the trade and revenue of those artificial channels which the wisdom of her immortal minds

conceived, and her noble energies constructed. On the contrary we owe it to the State of New-York—we owe it to the undying memory of our Clinton, whose sublime efforts did so much for her wealth and her glory—we owe it to posterity and to our own fame, to enter the list not only with Boston, but with whomsoever else may attempt to divert this trade from us; to compete and contend steadily and manfully, by reducing the tolls or by any honorable means in our power, to retain forever the rich legacy of the commerce of our vast inland seas.

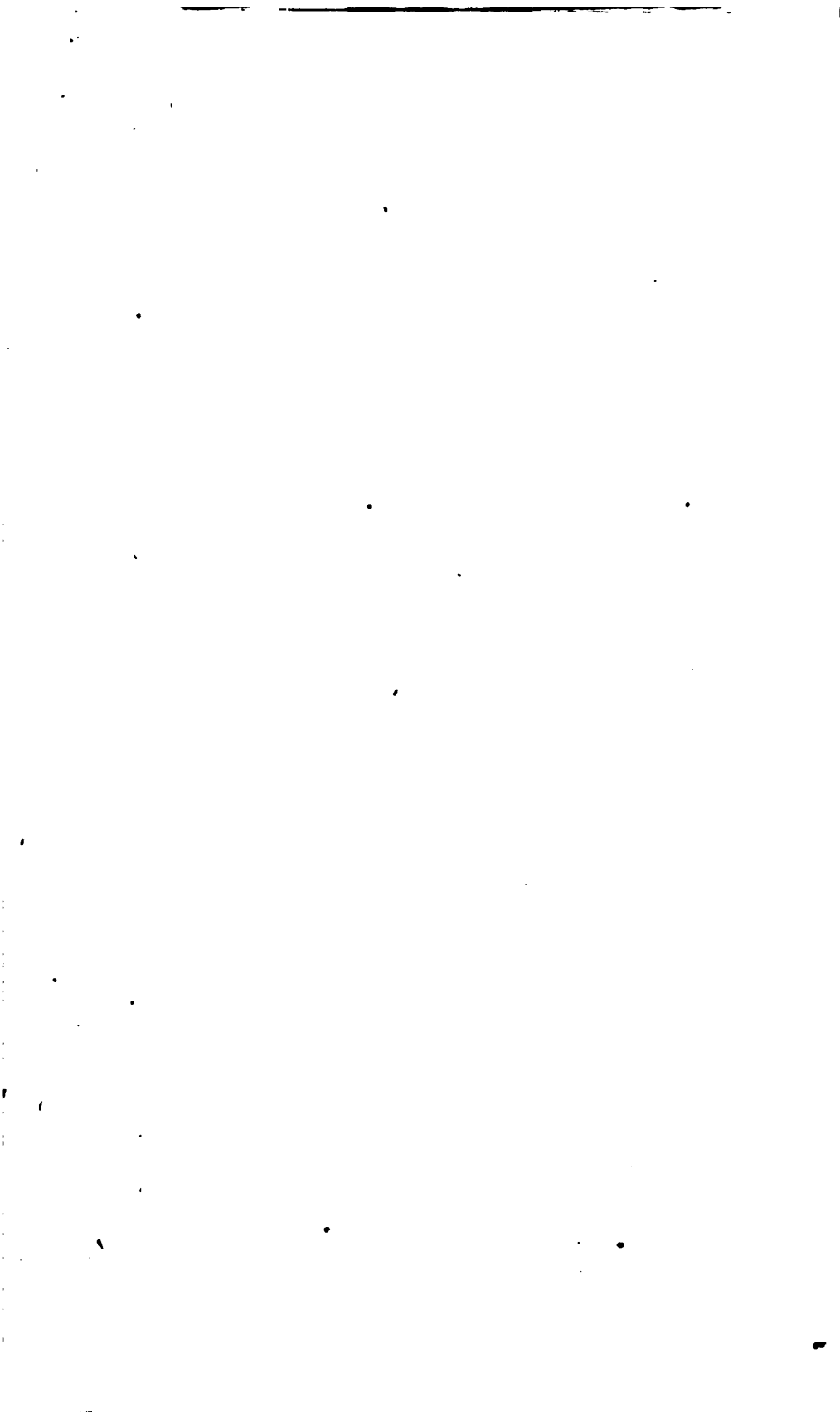
All of which is respectfully submitted,

ROBERT OWEN, JR.









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TESTIMONY.

ROUSE'S POINT, }
July 12th, 1850. }

Railroad committee of the Senate of New-York, met. Present : Messrs. Geddes, Dart and Owen. The Northern Railroad Company ask the Legislature of New-York to allow a bridge to be constructed across Lake Champlain at Rouse's Point, on the plan herewith submitted.

George Cannon, being sworn, says, that he resides in Clinton county, New-York, and is fifty-nine years of age ; has spent most of his life upon Lake Champlain as a pilot, until within three years past—in all as a pilot thirty-five or forty years ; about twenty-five or thirty years as head pilot, six or seven years of sail vessels ; the first steamboat that he had charge of was the old "*Congress*," in 1819 ; she run from Vergennes to Whitehall, and the whole length of the lake to St. Johns, and including St. Albans bay ; piloted the "*Congress*," as many as four or five years ; from the "*Congress*" went to the steamboat "*Phoenix*," went on her from two to three years and then sailed the "*Franklin*" ten years ; from the "*Franklin*" went to the "*Burlington*," when it was new and commanded by Richard W. Sherman ; three or four years on the "*Burlington*" and other boats in the employ of the company ; has run the "*Francis Saltus*" and "*Saranac* ;" (all these boats run from St. Johns to Whitehall, except the last season the "*Saranac*" run from St. Albans to Whitehall) ; he has now been out of the business of piloting for three years ; the pilots of several of the best boats have been instructed by him : Mr. Brown of the "*United States*" for one ; is as well acquainted with the navigation between Rouse's Point and St. Johns as any man can be who has not personally made soundings ; has navigated it in all weather in which vessels do navigate, and in all kinds of vessels, but principally in the largest sail vessels, they draw most water, are most

difficult to navigate, has in passing other vessels had practical observation of their navigation ; the steamboats he navigated were of the largest class and required the nicest piloting ; the water from Rouse's Point to St. Johns is shallow, with rock bottom, as low as Ile Aux Noix, which is five miles from Rouse's Point ; from this island the water is very shallow and muddy for some fifty rods, then for some one or two miles good water, to a sand bar, for four miles below the island there is sometimes sand, and sometimes mud, and sometimes good water ; in low water vessels drawing six and a half feet, rub hard in places, and frequently loaded vessels get aground ; has seen four or five aground at once, and it has sometimes been necessary to draw some of them off with a steamboat before the steamboat itself could get through ; below these flats, for six miles, to St. Johns, the water is tolerably deep, from eight to ten feet ; at St. Johns there is rock or stony bottom that does not wash down but makes a natural dam ; it is not always prudent to navigate this water from Rouse's Point to St. Johns in the night or in foggy weather ; to avoid fogs, steamers that run in the daytime leave St. Johns in the evening to come to Rouse's Point and there lay until the next morning ; cannot run in foggy weather with ordinary speed, but must go slowly and feel with poles on each side of the boat ; at the flats they send a small boat ahead with a light.

There are now lights put up on some of the shoals. Sometimes a first class steamboat is four or five hours in going twenty-four miles ; in fair weather, in low water it is necessary to moderate the speed of the boat ; sometimes hindered by vessels ; the checking of the speed hinders a quarter of an hour ; all the steamboats carry freight ; the largest vessel cannot in low water carry full freight over this water, and in the very lowest water steamboats do not carry full freight ; at the fort the water is from twenty to twenty-five feet deep, and perhaps eighty rods wide ; about three or four miles lower down is Bloody Island, which in high water is covered ; vessels run the west side of it ; on the east side of the island the water is shallow and not navigable ; in low water the channel is from two to three hundred feet in width, and safe for first class steamers ; there is a little turn in it, but it is nearly straight ; in a dark night it is unsafe to run this channel without lights up ; the steamboat company now hire a man to put up lights at these places ; none of the steamboats now run here except in the fore part of the evening ; Ash Island is about $\frac{2}{3}$ of a

mile below Bloody Island; the channel is on the west side, the east side not navigable; the water is good and wider than it is at Bloody Island; five or six hundred feet wide. About one mile below Ash Island is Hospital Island; from one to the other the channel is straight; below Hospital Island the channel is narrow, about the same width as it is at Bloody Island; on the west side of the channel are rocks hidden below the surface, and to avoid these sometimes in the night they run on the east side which is sandy; there is a light at Hospital Island put up by the steamboat company, as is generally understood; thinks that if the St. Johns railroad was continued to Rouse's Point, first class steamboats would not go below it; from Rouse's Point to Plattsburgh the navigation is good; the boat "United States" can now run from one point to the other in one and a half or one and three-fourth hours, a distance by water of twenty-five miles; has seen a draw across the ship canal at Montreal, steamboats and vessels pass from the river at the city of Montreal up to LaChien by the rapids.

The draw is moved by a turn table, and thinks there is no difficulty in vessels entering the lock from the river. If there were walls sixty or seventy feet apart at Hospital Island, with proper openings at each end, and lighted, it would improve the passage way at night, except in a high wind, would fearlessly go between such walls, but in a high wind, it would not be as well. The walls would indicate the place of the channel. It would not be dangerous to a sail vessel, but it would be necessary to prepare for passing, and it would be better for a vessel to strike against the walls than the bottom, providing proper fenders were placed against the walls. In light winds, vessels would go through easily; in heavy winds it would take longer, but it would be safe. In strong south gales, vessels seldom come up the river. In light winds vessels work up, but in heavy winds they generally do not. When they get to the fort they can work off against a full sail wind. In dark nights heavy vessels generally lay to, even with a favorable wind, if it blows hard.

Vessels beating to the north against a strong head wind generally stop at Rouse's Point in the night, but in the day time work along down. There is a reef below the railroad wharf, and out in the river and the channel is east of this reef and extends with good water to the fort. A bridge built upon the line marked for the bridge on the plan now shown, with a swing draw opening two ways, each seventy

feet in width, with a centre piece of suitable width, running up and down the river suitable distances, and piers extending up and down each side, and proper fasts, spring piles and lights, and capstans and buoys to warp, to facilitate the passage of vessels of the general plan now shown, would not trouble sloops at all tacking up. They would make a pier and warp up through to the windward end of the piers which should be twice the length of the vessel, to save her from drifting against the bridge while getting under way. With a fair wind it would be necessary for sloops to get their booms inboard before they came to the bridge to prevent them from striking. If the wind was blowing hard, it would be necessary to lay-to to take in the boom. Schooners would not have as much difficulty, as their booms are shorter. With a side wind, there would more difficulty than with a head or favorable wind. Steamboats would not be hindered, only it would be necessary to check their way. Canada barges are towed by small steamboats, from 9 to 10 at once, depending upon the size of the tows, and the time the wind has been blowing in one direction. In a head wind such a tow would not be affected much; in a fair wind, these vessels hoist sails and are not towed; with side winds, there would be more hindrance; in strong side winds, large tows are not taken down the river, but large tows are sometimes taken up the river in side winds. They would need helmsmen on each vessel, but there would be no difficulty. Square timber comes through the Chambly canal; two cribs are put abreast, sometimes three abreast, but the longer the raft the more easily it tows; no helmsmen are on the rafts, or oars for steering, but men with poles. In head winds there would be no difficulty in passing a bridge, or in fair winds; in side winds there would be more trouble; short rafts would go through easily—long ones would make more trouble. Property now goes mostly in vessels that hoist sails, and if the wind is not fair, are towed by steamboats. There are vessels that depend upon their sails, and are not towed except in some difficult place. Does not know of over two or three sail vessels that are owned in Canada. There are perhaps forty sail vessels that trade from Champlain river to Whitehall, that carry lumber principally. The vessels that pass through the river to St. Johns, are principally Canada vessels that come through the Canada canals. If a bridge was constructed as proposed, and well tended, it would not injure navigation much, and thinks there would be no increased risk in the

navigation, and thinks the bridge would add nothing to the expense of the navigation of Lake Champlain between Whitehall and St. Johns. Vessels coming from Canada must always make an entry at the custom house at Rouse's Point. It would be more convenient for these vessels to make their entries at the bridge, if there was an office there, than at any other place, and the convenience would over-balance the inconvenience of the bridge.

In strong south winds the bridge would be a protection for vessels to lay by under, and the lights on the bridge would be convenient. There are lights kept on the dock at Rouse's Point village, and on Wind Mill Point on the other side of the river. In passing the line of the proposed bridge, vessels always follow in very nearly the same track. Witness has no interest, direct or indirect, in the navigation of the lake, nor in the railroad. This lake like others subject to heavy winds; sometimes a heavy gale once a month. They are from the S. east and N. west; south winds produce at Rouse's Point a heavy sea. Sail vessels never lay up there in a heavy blow in the day time. When he was sailing a sloop, he always came to, and laid up at Rouse's Point in going to St. Johns in the night, but now, in light winds, and in light nights, vessels go on. Never passed through a draw bridge until yesterday. A steamboat with eight tows approaching a draw bridge would not slacken her motion, if there was a gale blowing the boat would not go through the bridge or any where, but if not blowing a gale would go through the bridge. A steamboat with eight tows, the wind blowing side-ways a strong breeze, but not so strong as to make it improper to navigate the lake, would be able to bring all the vessels within the piers if they were towed fast enough to give them steerage way, and there were men on each vessel steering, and it would be practicable to keep the vessels off the centre piece. If the steamboat should strike the piers when entering it would not injure the other boats unless she was stopped. In a still time, or in a fair or head wind it would be just as easy to go through a bridge seventy feet between the piers, as it would be in the channel of its present width. Has towed twenty or thirty sloops and schooners at once from White Hall into the lake, and in a still time could tow thirty vessels at once through a seventy feet draw. The rafts that are towed through the lake are two hundred or more feet long; there is good ground for anchoring vessels for a distance of four miles above Rouse's Point. Left the service of the steamboat company when the business closed in the fall of 1847, and was not dis-

charged by the company, but run the last trip; did not tell the pilot of the steamboat "United States," that bridging this lake would injure navigation very much; thinks he did not tell him it would injure the navigation at all; did have a conversation with both the pilots, and differed with Mr. Brown, and told Brown that whenever vessels could go down the river, they could go through the draw; has never been in the employment of the railroad company, except a few days, in drawing stone last summer; when he quit piloting in the fall of 1847, he did so intending never to go on the lake again, and did not the next year ask employment from either company having boats on the lake; when he was on the "United States" on Tuesday evening, going to St. Johns, Mr. Brown invited him into the wheel-house, and asked him to take the wheel, which he did, in the most difficult part of the navigation; on his return on the "Francis Saltus," the pilot invited him to take the wheel, which he did; this was Henry Barker.

Signed,

GEORGE CANNON.

Sworn before me, this 12th {
day of July, 1850, }

GEO. GEDDES, *Chairman*.

Theodore D. Randall, sworn.—Is a civil engineer; has been in the business since 1844; was in the service of the Northern Railroad Company from the spring of 1848 to Sept., 1849; is not now in their employ; made soundings in July and August, of 1848, of the water in the line of the proposed bridge at Rouse's Point and in front of the present railroad wharf. About seven hundred and fifty feet from the end of the wharf there is a reef of gravel and small stone. The water on the reef was about seven feet, six feet being the least. At the time the soundings were taken on the reef, the water was $6\frac{7}{8}$ below high water mark. Out side of the reef is a channel in which the water is twenty-three feet deep in one place, and for a distance of over 2500 feet the water was more than nine feet deep at the time the soundings were taken. The water afterwards fell, about the 1st of August, $1\frac{7}{8}$ feet. The width of the water on the line of the proposed bridge was 5221 feet. Soundings were taken from Rouse's Point to the Vermont shore, at the narrowest place in the river, south of the Canada line where the water is 4271 feet wide. At this place the channel is about the width that it is on the line of the proposed bridge. From Stony Point to Windmill Point, the

river is 5149 feet wide. The bottom, outside of the reef, is soft clay. The whole of the bottom in the line of his soundings is good to hold an anchor. The deepest water in the south line of soundings is $22\frac{1}{8}$ feet. Strong Point makes a harbor in a south wind, the water about six feet deep.

THEODORE D. RANDALL.

Sworn before me, this 12th }
of July, 1850. }

GEO. GEDDES, *Chairman.*

Charles F. Thayer sworn.—Is a civil engineer, and has been over two years in the service of the Northern Railroad Company as an assistant engineer. Has made soundings at the place of the proposed bridge at Rouse's Point, through the ice, and agreed with Mr. Randall's measurements. Is acquainted with the draw bridges in Boston harbor; there are between six and nine of them, through which sea-going vessels pass. There are, of these, four over which railroads pass. The Old Colony bridge has the business of the South Shore road—Fall river and the Dorchester and Milton branch all passing over it. Sea-going vessels constantly pass the draw. The Boston and Manchester, the Boston and Fitchburg, and the Boston and Lowell railroads all pass over draws. There are four common road bridges, having draws, through which sea-going vessels pass with much facility. They are near each other; and vessels warp through them all before they get under sail. These bridges are, with the exception of the Old Colony bridge, on the Charles river, near the navy yard. On the main road, there are draw bridges across the arms of the sea. There is considerable tide at Boston—8 to 10 feet from low to high water. Vessels warp out in any wind or tide, by means of lines attached to buoys placed for that purpose. Knows of no important arm of the sea or river, on the coast of Massachusetts, where there are highways over which there is not a drawbridge. In going about six miles from the harbor to Cambridge, a vessel would pass *ten* draws; and to go to Watertown, two miles farther, another draw would have to be passed. There is a large business done above these bridges in lumber, coal, and stone. The tide sets up to Watertown. The Charles river was, before the construction of the bridges, navigable for all classes of vessels up to Cambridge, and up to Watertown for coasting vessels. It is half a mile wide at "Old Cambridge," and at Boston perhaps a mile wide. The bridges for the common roads

have been there a long time. The railroad bridges have been recently constructed. Since he has been on this road, has been stationed at Champlain and Rouse's Point villages; and, for a year and more, every day at Rouse's Point. In strong south or side winds, rafts going south invariably stop below the fort. The side winds are seldom strong during the season of navigation; the heavy winds are from the south and south-east. Navigation ends in November, from the middle to the last. The water freezes over at the place of the proposed bridge early in the winter; and about the middle of January the river opens for a width of one quarter of a mile, and remains open for the season. When the lake opens in the spring, no injury is done by floating ice, it being broken up by the shores into small pieces. The water, at about its medium height, runs in the middle of the river, which is, in the channel at the place of the proposed bridge, 1,756 feet an hour; in the narrowest place between this point and the fort, 1,742 feet an hour—the water being deeper, though not so wide, at the last place of measurement. The Charles river, at Boston, varies greatly in width at different times of the tide.

CHARLES F. THAYER.

Sworn by me, this 12th }
day of July, 1850. }

GEORGE GEDDES, *Chairman*.

George Perry sworn.—Is seventy-three years old, and lived about fifty years in the town of Champlain. Owned and occupied the farm on which the Northern railroad terminates, and has lived on the shore about ten years. In heavy south winds, vessels sometimes go down the river, but seldom come up. In strong west winds, vessels towing rafts do not pretend to go on, but lay-by. The water commonly freezes over from the twentieth to the twenty-eighth of November; sometimes two days later. The lake opens in the spring, about the last of April. Does not know of a ferry having been kept open at Rouse's Point during the winter. Has lived about seven miles from the shore, except during the ten years.

GEORGE PERRY.

Sworn before me, this 12th }
day of July, 1850. }

GEO. GEDDES, *Chairman*.

John Bratt sworn.—Has been engaged upon the Fort at Rouse's Point as an engineer for six years; has kept a record of the direction of the winds since April, 1845, and has also observed the time of the opening of navigation, and the levels of high and low water. The season of navigation commences generally about the middle of April, and terminates about the 1st of December. The lake in front of the village freezes over between the 3d and 22d of December. It opened in front, and as far down as St. Johns in 1845, on the 9th of April; in 1846 on the 7th; in 1847 on the 27th; in 1848 on the 1st; in 1849 on the 8th; and in 1850, on the first of April. The prevailing winds during the season of navigation, as far as I have summed up my record of observation, have been from the south, and usually fresh, and often strong. I think my record would show this to be true for the six years of my residence here. The wind usually rises and falls with the rising and setting of the sun. Occasionally, a heavy blow will continue through the night and part of the next day, but this is not frequent: more from the south than any other quarter. My record gives for 1845, the following results: Wind from the south 104 days, $29\frac{1}{4}$ of which were strong; from the west $53\frac{1}{4}$ days, $7\frac{1}{2}$ of which were strong; from the north $25\frac{1}{2}$ days, 3 of which were strong; from north-west $18\frac{1}{4}$ days, $5\frac{1}{4}$ of which were strong; from south-west $9\frac{1}{4}$ days, 3 of which were strong; from north-east 9 days, 2 of which were strong; from south-east 6 days fresh, and east three-fourths of a day light. During the night there is generally a calm; from the south when any; strong 23 nights; from west and north west 12 nights, and occasionally strong. The record for 1846 gives the following results between April 1st and December 1st: prevalent winds from the south and generally strong; number of days from the south $106\frac{1}{4}$, $23\frac{3}{4}$ of which were strong; from the north $43\frac{1}{4}$ days, 6 of which were strong; from north west $28\frac{3}{4}$ days, $5\frac{1}{2}$ of which were strong; from west $24\frac{1}{4}$ days, of which $4\frac{3}{4}$ were strong; from north east $5\frac{1}{4}$ days, of which 2 were strong; from south west $4\frac{3}{4}$ days, of which $1\frac{3}{4}$ were strong; from south east $2\frac{3}{4}$ days, 1 of which was strong; from east $1\frac{1}{2}$ days light; during the night the prevalent wind was from south; from the south 16 nights and strong; from north 6 nights; from north west 5 nights; from west 4 nights; from south west 3; from north east 3; the nights generally calm; in 1845 and 1846 the heavy winds were from the south, and during the month of September and October; the heaviest winds that have called for a special notice in my record since 1844, are the following: 1845, May

4th and 5th, a heavy blow from south and south west. June 12th, a gale from the south. Sept. 7th, a heavy wind from south, changed and blew with violence from the west; blew down fences, trees, &c. Sept. 29th and 30th, another blow from south. Oct. 14, another blow from south. Oct. 31st, at night south. 1846. April 11, heavy gale from south and south west; from west at night, very strong wind from south. May 13, 14, 15, increased to a gale on the 15th. Aug. 16th, heavy squall from south west; at noon changed suddenly, and from north west blew down fences, trees, unroofed barns. Sept. 11th, Oct. 12th, heavy blows from south; noon 23d and 26th, heavy winds from north west. 1847, April 26 to 29th inclusive, a heavy blow from north west, broke up ice in the lake. May 22nd, strong south wind. June 19th, strong south wind. Sept. 8th, at night a heavy blow from south. Oct. 7th, another south again on 12th and 18th at night. 24th and 31st, south. Noon 8th, heavy wind from south. 1848, in April, strong winds from north-west. May 24th and 25th, heavy from south. June 11th to 14th, including the nights a heavy blow from N. west. 1848, July 31, heavy wind from south. Aug. 28th south. Sept. 14 a heavy gale from south through night. 19th, another gale from south, very heavy at noon of the 20th; 29th, a heavy gale from south. October, heavy wind from south on the 14th, 17th, and 31st. November, heavy storms from south on 4th, 24th and 28th. 1849, April 10th, and at night a gale from the south, broke up the lake ice. April 30th, another gale from the south, the winds mostly from N. west, and heavy during this month. August, very stormy wind from south; night of the 3d, day and night of the 9th, of 20th, of 27th. September, storm from the south on the 3d, 4th, 5th, and 6th, also on the 16th, a gale from the south on the day and night of the 22d. October severe storm from N. east on the 11th, the steamer Burlington, passed the wharf south, without landing; the only instance on my record of boats failing to land up or down; 29th a heavy south wind.

LEVEL OF THE SURFACE OF THE LAKE.

Highest water.

1841, spring of +7.6½

1843, spring of (by Mr. C. R.

Averilly) 7.10

1845, April 30th +6.2½

1846, March 23d +6.

Lowest water.

Brewerton (of the U. S. Engineers)

on Nov. 17th, 1841.

1844, Sept. 30th +0'9½'

1845, Sept. 1, +0'6½''

1846, Sept. 22d, 0'10''

Highest water.

1847, May 19, +8.2

and in Dec. this year +6.5

1848, April 6th +4.4

1849, April 23d +4.6

1850, May 26th to 31st, 5.9½

The lake this day stands at a level 2.10½.

*Rouse's Point, July 13th, 1850.**Lowest water.*

in Oct. 3d, 0'10"

1848, July 24, +1'6"

1849, Oct. 5th, +0'1½"

JOHN BRATT.

Sworn before me this }
 13th day of July 1850. }

GEO. GEDDES, *Chairman.*

Royal C. Moore sworn. Is engaged in navigating Lake Champlain from the Champlain river, and has been for 15 or 20 years, directly or indirectly. There are between 25 and 40 vessels owned on the Champlain river, principally canal boats, but one or two sloops. Some of these vessels go to New-York city; the principal freight is lumber, but some produce. The largest class of sailing vessels occasionally come into that river; there is a draw bridge on the river below the business part; the draw was made 40 feet wide, but is now somewhat less; when it is in good order, it takes but a few minutes to pass it; vessels in fair winds sail up the river; vessels take freight from his wharf, a mile below the village, at the same rates that they take it from Rouse's Point to New-York city, the distance being about the same. The bridge is about one mile above the mouth of the river, which is perhaps less than 20 rods wide. About 20 vessels last season wintered in that river; about 20,000,000 feet of lumber was shipped from it, making more than 25,000 tons. Goods in exchange for most of the lumber, goes through the Champlain canal, for the merchants, for a distance of fifteen or twenty miles, and over 4,000 tons of railroad iron were taken up that river last year consisting of castings, cars and engines for the railroad. The draw bridge proposed to be made at Rouse's Point would be some impediment to navigation, but not much. In ordinary winds it would not endanger vessels; in extraordinary winds it would; but in these winds it would be improper to *navigate* the river. If he was to send a vessel to St. Johns with a cargo, for a return cargo, he would ask *no more* for carrying if there was a bridge built at Rouse's Point; thinks the cost of transportation would not be increased; he would contract as cheap with as without a bridge. With a skilful naviga-

tor in command of a vessel, a heavy wind might endanger it, but having never navigated a vessel, cannot say whether a skilful man would go in such a wind whether there was a bridge or not; owns 18 or 20 vessels.

Cross-examined.—Is a small stock-holder in the Northern railroad; the road runs through his farm in Champlain, but otherwise does not own land within a mile of the road; has lumber carried on the road. The banks of the Champlain river are some 6 or 7 feet high, at the bridge they may be 10 feet; never passed any other draw-bridge; does not know any thing about the operation of passing a steamboat with a heavy tow; has had no experience in navigating, upon which to found his opinion of the effect of a draw.

Owens a wharf over which the property now shipped at Champlain passes and pays wharfage.

If the bridge should be built at Rouse's Point, and the property should not be shipped from his wharf, but should go by it, he would be the loser. Thinks that if the bridge was built that some property would go across it, which if it was not built would go down the lake as freight.

Never was present but once when a vessel was passing the draw on Champlain river, and then they warped her through, and thinks they always warp through. There is a branch road, built by the company, down to his wharf.

His lumber land lies a considerable distance from the railroad. After it is manufactured in the summer season it is drawn to the railroad; in the winter sometimes draws by sleighs to the wharf, a distance of 12 miles.

Direct again.—Thinks a bridge across the lake would in a high degree promote the interests of Northern New-York, west of his village. In relation to his village he has not made up his mind; has not determined whether he is in favor of the bridge or not.

Cross-examined —Thinks Northern New-York would be as much benefited as Boston—all that part of New-York that would use this railroad.

R. C. MOORE.

Sworn by me, this 13th day }
of July, 1850. }

GEO. GEDDES, *Chairman*.

Charles L. Schlatter, sworn.—Is a civil engineer, and has been engaged in engineering for twenty-four years; has been for a part of that time in charge of the public works of Pennsylvania, as chief engineer, and has been in the employ of the general government, and had charge of the harbor at Chicago; for the last two years has been in employ of the Northern Railroad Company, as chief engineer; has experience in sinking piers, and other works for breakwaters; a breakwater could be so placed as to protect the draw of a bridge, as proposed to be constructed at Rouse's Point, from the southerly winds; breakwaters similar to those at Burlington and Plattsburgh, would be sufficient; cannot without a particular examination say how far from the bridge the breakwater should be placed, but thinks from 1,200 to 1,500 feet; thinks that about 800 feet would be the proper length, but this is said without any special examination having been made. The company have now constructed and in use, a wharf about 900 feet long and 114 wide, besides that part which is supported by piles which with the part filled up with earth, makes 164 feet; 600 feet of this wharf is in navigable water; a breakwater should have snubbing posts and lights, and should be two feet above extreme high water; and thinks twenty-five feet would be wide enough for the top; has passed through the canals on the St. Lawrence, in steamboats; steam is used for towing sail vessels; the canals connect with the river at various points, and vessels run into them from the river, protected by walls at the entrances; there are many draw bridges over these canals, and some of them that are not over locks; these draws turn upon a circle; all the vessels that navigate the St. Lawrence, above Montreal, pass through these draws; has examined the drawbridge across Richelieu river, over which passes the St. Lawrence and Atlantic railroad. This bridge has a very perfect draw, the operation of opening not requiring more than a minute to turn it entirely out of the way, one man doing it when there is no wind blowing. All the vessels that come up the Richelieu to Lake Champlain go through this draw; thinks it is perfectly practicable to make a bridge upon this plan with two openings of 70 feet each. There is a line now locating from St. Johns to Rouse's Point for the extension of the La Prairie and St. Johns railroad. Has seen some of the surveys and the line was very direct and level, no grades having more than 10 feet to the mile. Believes that the road will be constructed within one year from this time.

There are now in the course of construction railroads from the shore of Lake Champlain, opposite Rouse's Point, to Boston, and down the valley of the the Connecticut river, and by way of Burlington to Whitehall, Troy and Albany. Thinks all these roads will be finished before it will be practicable to construct a bridge, if one was commenced immediately. In the winter especially a bridge would be of great importance to the business that comes to Rouse's Point from the west and north. Thinks that the public will be more benefitted by the bridge than the shippers will be injured by it. Has never seen a bridge in the position this draw would be in. Thinks that with proper breakwater and extended piers, flaring on each side so as to give easy access to vessels, that it would not be a serious injury to navigation.

Cross-examined.—Has no experience in navigation ; has never seen vessels pass through a draw such as is proposed to be constructed at Rouses's Point.

CHARLES L. SCHLATTER.

Sworn before me this {
12th day of July, 1850. }

GEO. GEDDES, *Chairman.*

JULY 13th.

Henry C. Brayton, sworn—Is forty years old ; has navigated Lake Champlain as pilot and master of a vessel about twenty years ; is acquainted with George Cannon, who has always been considered one of the best pilots on the lake ; has heard his testimony before this committee read, and understands its purport. Thinks that the views therein expressed are correct, and agrees with his opinions ; has this season been running the propeller "Adventure," carrying freight, and towing from Montreal to Whitehall. The "Adventure" is of that class of vessels best adapted to the navigation from Montreal to Whitehall. Passes through the railroad bridge at Belœil every trip he makes. Has had no difficulty this season while aboard of his boat in passing. The draw is always moved out of the way, but with heavy tows the strong current has troubled him. Is well acquainted with the navigation of the river from St. Johns to Rouse's Point ; agrees in the statements of Mr. Cannon as to the channel as far as he is acquainted. The freight up the river is principally lumber, grain and flour, and there are a great many of the

Canada vessels coming up the river this season ; thinks that 100 trips have been made through the Chambly canal. These Canada vessels, with the exception of a few owned at St. Johns, cannot sail up the river except in a fair wind, and they are either towed or they lay by for a fair wind. These Canada vessels do business cheaper than the American vessels can do it. Is acquainted with the place at Rouse's Point where it is proposed to construct the railroad bridge, and thinks a bridge constructed on the plan submitted, if the custom house was convenient, that the vessel would pass the draw in the time required at the custom house, except in heavy head winds. In a head wind it would be some trouble to warp through, but in a head wind vessels do not often, in low water, come up the river. Would rather go through such a bridge properly lighted in a dark night, than to pass by Bloody Island, or Hospital Island. The fact of the piers being lighted and the channel at the islands not being lighted would make it better to pass the bridge. If they were all lighted, then it would be more convenient to pass the islands than the bridge, for the reason that the channel is there wider than the draws. With a tow in any ordinary weather, with a side wind, it would be practicable to pass the draw, but if the wind was too strong it would be necessary to stop ; but thinks if Bloody Island could be passed, and the flats below Isle Aux Noix, that the bridge could be passed. A vessel that could work up against the wind to the bridge, could get away from the piers if they run three hundred feet to the windward. Thinks that the bridge would not raise the price of transportation ; thinks that the rates of insurance would not be raised. The anchorage is good for three or four miles above and below the bridge proposed.

Cross-examined.—The lumber that comes up the river, comes (some of it) from Quebec and Bytown and the intermediate places ; this lumber business is increasing. Lives in Alburgh, Vermont. Has left the "Adventure," and is not now engaged in navigating. The "Adventure" has, within a few days, been injured at the Belaeil bridge. Her smoke pipe and pilot house and mast were carried away by the bridge, and her anchor was broken. In going down stream with a tow, it is necessary to round to and drop down stern foremost, with a line ashore, and sometimes an anchor is used ; this rounding to is made necessary by the current. If there was no bridge, it would not be necessary. The tows down stream are barges, light ; and timber is never towed down stream, but up. In towing barges

up stream, a single barge is taken, or perhaps two at a time; and, by slackening the lines, the remainder of the tow holds on the wharf until their turn comes. Has seen boats towing barges leave a part of them, and take one and go up and anchor or tie up, and then go back and get another. Large steamboats sometimes take two barges through at once; small steamboats take but one at a time. The current is stronger at the bridge than at any other point on the river. The west bank of the river is so high, that west winds do little or no injury. Has known of another steamer, the *Vulcan*, injured this season at this bridge. She injured one wheel and a guard. Has heard it said, and is of the opinion, that it is a difficult place to pass for vessels, on account of the current. Thinks that the draw should have been on the *other* side of the river, or in the middle; now it is necessary to cross the current in order to go through the draw.

Direct again.—A bridge at Rouse's Point, as proposed, would not retard navigation as does the bridge at Belaeil, as the difficulty there is the current. The rafts that pass Rouse's Point nearly all come from the St. Lawrence river, and pass the Belaeil bridge. Rafts are made in cribs, and these cribs are formed into such shaped rafts as are required by the navigation. Near Whitehall the cribs are separated, to pass or turn in the stream.

HENRY BRAYTON.

Sworn before me, this 13th }
day of July, 1860. }

GEO. GEORGE, *Chairman.*

Charles S. Peirce, sworn, on the part of the persons opposed to the bridge.

Lives at St. Johns, Canada East; is engaged in forwarding; is custom house agent and general trader. The number of vessels, barges and steamers, that reported for the quarter ending July 5th, 1849, was

inward,	291
Outward,	310

601

The number that reported for the quarter ending July 5th, 1850,	
inwards,	509
The number that reported for the quarter ending July 5th, 1850,	
outwards,	564

Actual return 533, assumed 31.

1073

There is no means of determining the actual tonnage of freight, but thinks that it cannot be less than an increase of one hundred per cent. over any other year.

The value of imports for the quarter ending July

5th, 1849,	\$463,742 96
The same time in 1850, at least,	829,191 57
Increase,	<u>\$365,448 62</u>
Exports for the same quarter 1849,	250,277 12
“ “ “ 1850,	659,580 30
Increase,	<u>\$409,303 18</u>

Lumber for same quarter, 1849:

Feet.

Canadian,	5,449,980
American,	1,952,577
Total,	<u>7,402,557</u>

Same quarter, 1850, Canadian,	11,999,805
“ “ “ American,	2,000,859
Canada not reported,	1,200,000
	<u>15,200,664</u>

Increase,	<u>7,798,107</u>
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Cubic feet.

Square timber for same time, 1849,	90,000
Up to 8th July, 1850,	253,000
Increase,	<u>163,000</u>

There is now on the Richelieu river coming up, at least 750,000 cubic feet of timber. The lake navigation he thinks commenced the 15th of April this year.

The rafts that come up the Richelieu river to the lock and dam at St. Ours are as follows: St. Lawrence rafts average about 120,000; the Ottawa rafts about 75,000.

The lock at St. Ours is, as he thinks, 55 feet wide by 200 feet long, and rafts coming up the river have there to be put in shape to pass that lock. After passing that lock timber is put in tows, of cribs about 46 feet wide and 500 feet long. In that shape it is brought to the bridge at Belœil, where the passage depends upon the power of the steamer towing. If she has power enough the tow can pass, if not, it has to be broken up and pass in small quantities. When the tow gets to the head of that pass it is put together in about the same shape as at St. Ours and passes up to Chambly, where the Chambly canal commences; then it passes the canal in cribs about 23 feet wide and 90 feet long. The canal terminates at St. John's. Then the entire raft is put together in an average length of 1,200 feet and 70 feet wide.

When they put the raft together in the canal basin, they are put together three cribs wide, 69 feet; when above they are sometimes three and sometimes four cribs wide, as generally four as three cribs. The rafts of three cribs wide are about 1,200 feet long. If four, about 900 feet long.

Rafts thus made are towed through the lake until they arrive at Fidler's Elbow, near Whitehall, where they have to be shortened in length, and are there prepared for the Champlain canal. The locks on that canal are 80 by 13 feet, as he thinks. Before the construction of the bridge at Belœil, at high water there was no difficulty in bringing rafts up to the foot of the Chambly canal; at low water there was.

The dam erected at St. Ours obviates the difficulty experienced at low water before. The dam at St. Ours and bridge at Belœil were constructed about the same time. With the dam as it is, there would be no difficulty without the bridge in bringing rafts to the Chambly canal in the same shape in which they leave the locks at St. Ours. The effect of the bridge has been to increase the cost and risk in moving timber. Its increase of cost is one mill per cubic foot. The navigators used to assume the risk of injury; now it has to be taken by the owners. That bridge is a source of very great complaint from those who navigate the river and lake. (Witness is shown the plan of a draw.) The effect of passing such a draw would

be in his opinion that they could not move the same quantity of timber in one tow that they take through the lake now. The raft would have to be broken up, and it would be done at a cost of at least one mill per cubic foot, besides the risk which witness cannot estimate. This bridge would have the effect to prevent a raft passing the proposed draw if there was a light wind blowing from the west or southwest, which are the prevailing winds blowing here. That with a strong north wind it would be impassible. A tow could go up without a bridge in the same state of the wind which would render it impassable with a bridge; a boat could be controlled when a raft could not be. The St. Lawrence river rafts would draw from 24 to 26 inches, an Ottawa from 16 to 18 inches.

Cross-examined.—Witness resides at St. Johns, and his whole trade is connected with the United States and Canada, and he does a very large business in that line. The cause of increase of lumber carrying to the United States is a short supply in the United States and a depreciated price in Europe. Formerly the great trade of Lake Champlain was an export of lumber to the Quebec and Montreal market, as he was informed, but not for 20 years preceding. The business of bringing up square timber from Canada commenced in 1847.

There is now a large quantity of sawed lumber brought on the St. Johns railroad to St. Johns; about one-fourth shipped at St. Johns, is this year brought over that railroad; last year the proportion was greater. The transportation of flour and grain from the western lakes, has greatly increased this year over the corresponding quarter of last year; that trade commenced about 3 years since. The quantity of grain and flour passing up Lake Champlain the quarter ending 5th July, 1850, from the western lakes, has more than doubled that of the corresponding quarter of the last year; the greater proportion of the wheat and flour, has been delivered at Plattsburgh, Burlington and Port Kent. The majority of wheat is delivered on the New-York side, and of flour on the Vermont side; thinks the flour is intended to supply the towns on the eastern railroads.

The bridge on the Richelieu river was authorized by an act of the Provincial Parliament of Canada, as he believes. The witness thinks the expense of passing the draw at Belœil is less than that which would be incurred at the proposed bridge at Rouse's Point, and the

risk would be much greater at Rouse's Point. Last year witness paid from 30 to 35 cents a barrel for transporting flour from Detroit to Montreal; from Montreal to Burlington, from 20 to 22 cents. In his opinion, it could be brought this year for 50 cents per barrel. Witness has paid this year, from Cleveland, one cargo 9 cents, and one 8 cents a bushel to Montreal—5 cents to deliver it any where on the lake. A remunerating price would be 11 cents to Montreal, and 5 cents to Burlington. In the opinion of the witness, the price of transportation of a barrel of flour from Cleveland to Burlington this year, will be 50 cents a barrel. In the opinion of the witness, the construction of the proposed bridge would add to the cost of transportation on the lake, and would add one cent a barrel for insurance on flour.

The bridge at Rouse's Point would be a greater injury to the general trade than the one at Belœil, because three-fourths of the import trade at St. Johns passes over the St. Johns railroad, and would continue to do so and be shipped at St. Johns, although that road should be continued to Rouse's Point. The risk of passing the proposed bridge would be much greater than at Belœil.

CHARLES S. PEIRCE.

Sworn by me this 13th day }
of July, 1850.● }

GEO. GEDDES, *Chairman*.

Plattsburgh, *July 15th*, 1850.

Present, Messrs. GEDDES and OWEN.

Cornelius Maddocks sworn.—Is captain of schooner *Towanda*, carrying about 200 tons, has been a captain on Lake Champlain, since 1833. For ten years, with a slight exception, has been in the St. Johns and Whitehall trade, making about 21 voyages through and back in a year, passing Rouse's Point 42 times a year. Has seen the plan of the proposed bridge, and had it explained to him. Thinks that if there was any wind blowing, it would be necessary to take in all sail, in order to pass the draw, if going before the wind to ease her through, if with a head wind, to warp through; with a side wind it would be necessary to keep sail on the vessel, and as soon as sail is taken in, the vessel will go to leeward and lose her headway and the boom would hit the bridge. The extreme width the vessel occupies, loaded with lumber with a beam wind is about fifty feet. In moderate winds the vessel can be steered quite steady, but in high winds, blowing fresh and squally, with two men at the wheel, she

will vary sometimes four times her length. A vessel loaded deep, in winds blowing fresh, is apt to breach to, and vary very much from its course, when it is perfectly safe navigating wide water. Frequently below the fort, has gone aground in such winds, though the channel is wide enough to beat through, yet the water being shallow, it is not so easy to steer a vessel, in squally winds; going down stream before a gale of wind, a vessel steers as wildly at the place of the proposed bridge, as it does any where on the river, except at Ile Aux Noix falls.

Although there is water enough to float a vessel, yet it being shallow and coming from deep into shallow water, the vessel settles down suddenly, and becomes difficult to command; there is more sea running at the place of the proposed bridge than at any point below, there being eight or nine miles rake for the winds; thinks a south wind blowing strong would not prevent navigation as it is now, would make it sometimes necessary to get a steamer to tow the vessel through the draw; never in a leading wind, or whenever the vessel can lay her course, except in a snow storm, do we stop or lay by, on the river day or night; and this has been the custom of those who sail the river steadily, as long as he has been in the business; transient vessels sometimes lay by; thinks that a bridge would detain his vessels three voyages in a season; has weighed the subject fully and is confident that he does not overrate the injurious effect of the bridge; owing to the course of navigation, oftener passes Rouse's Point on the way down, in the night than in the day time; say seven times in ten; coming up this is reversed, and oftener pass the point in the day time; occasionally beat up the river, formerly more commonly than now, there now being tow boats; use a tow boat in narrow water, say as high up as Bloody Island; there commence beating; if a tow boat has a heavy tow, a vessel can beat to windward about Bloody Island in a good wind faster than a tow boat can tow her; would rather be taxed one hundred dollars a year, while he runs a vessel, as he does now, than have any bridge constructed at Rouse's Point, however well it might be made, and whatever means were resorted to to make it safe and convenient; thinks a bridge would add to the hazard of navigation, besides delaying; vessels coming from the south, in the night time, in a heavy wind, would be required to anchor, and if a cable should be parted or an anchor break, the vessel might be lost against the bridge, or ice breakers; has sailed a vessel out of Champlain river eight years, and passed the draw bridge on that

river; the bridge is differently situated, and the case is not parallel with the one at Rouse's Point. The Champlain river is narrow; and if the bridge was well made and tended, would not have much more effect than it would on a canal. Thinks that, up to the 20th June, and after the 20th September, there would be times when his vessel could not be warped through a bridge, when, if there was no bridge, she would go on safely. Has lived at Rouse's Point, and is acquainted with the localities, and has observed the ice in the winter. The ice forms about the first of December at the place of the proposed bridge; and about the middle of February or the first of March the channel of the river opens, so that on the 10th March has sailed a vessel from St. Johns to the Point. The ice is not often used for crossing at the Point, it being considered dangerous; but the crossing is done by a circuitous route, by way of Stony Point to Windmill Point.

Cross-examined.—Now resides at St. Johns. His vessel is owned by Messrs. Peirce; he navigates for a per cent. upon its earnings. Has lived there nine years, and all that time in the employ of Mr. Peirce. Vessel was built below the canal for that trade, at the junction of the rivers at Sorel. There are ten or eleven large vessels, that are in the trade from St. John's to Whitehall. Freight up is principally lumber, and generally go down light; except in spring and fall, get a few loads—three or four loads in the course of the season. The principal part of the goods his vessel carries down, go to Montreal over the railroad; but a good part of the goods are taken by Canada barges around by the rivers. The passenger steamboats carry a considerable freight, which goes over the railroad. If there was a good railroad made from St. Johns to Rouse's Point, it would have a tendency to cause the large steamboats to stop at Rouse's Point, and not go any lower down. Three-quarters of the trips go down in ballast. Most of the lumber he carries comes over the railroad; if the same railroad was continued to Rouse's Point, the lumber, once loaded, might or might not go on it to the Point. There is to be a contest for this business, and the vessel owners will try to get their share.

Direct again.—Thinks in a few years there will be a ship canal from near St. Johns to St. Lawrence, near Montreal. Thinks a railroad from Rouse's Point to Whitehall would take most of the pas-

sengers. Thinks if the steamboats were to stop at Rouse's Point, that would have a tendency to lessen their freighting, and give it to the sail vessels, and that it would go by the canal.

C. MADDOCK.

Sworn before me, this }
15th July, 1850. }

GEO. GEDDES, *Chairman*.

John Boyington sworn.—Lives in Plattsburgh. Was captain and owner of a sloop on Lake Champlain for twelve years, previous to 1820. Became acquainted with the navigation from St. Johns to Whitehall, making about twelve voyages, and passing Rouse's Point about twenty-four times in a year. Has seen the plan of the proposed bridge and had it explained to him, and concurs in the opinion expressed by Captain Maddock in his testimony, which he has heard read, as to its effects upon the hazards and delays of navigation.

JOHN BOYINGTON.

Sworn before me this 15th }
day of July, 1850. }

GEORGE GEDDES, *Chairman*.

Rucard H. Winter, sworn.—Lives in Essex co., at Port Douglass ; is captain of schooner "La Fayette," carrying 150 tons ; has been a sailor and master for thirteen years on Lake Champlain ; sails from St. John's to Whitehall ; has passed Rouse's Point from eight to twelve times a season ; has seen the plan of the proposed bridge and had it explained to him ; has heard Captain Maddock's testimony read, and concurs in his opinion as to the effect that a bridge would have on the navigation.

Cross-examined.—The vessel he sails belongs to Hooker & Co. ; witness owning one-half ; carries lumber generally from St. John's south ; sometimes go north in ballast, sometimes loaded ; oftener empty.

RUCARD H. WINTER.

Sworn before me, this }
15th July, 1850 }

GEO. GEDDES, *Chairman*.

Harry Dow, sworn.—Has navigated Lake Champlain about twenty years on a sail vessel, and four years on the steamboat "James H.

Hooker;" has seen the plan of the proposed bridge and had it explained to him, and has heard Captain Maddock's testimony read, and agrees in the opinion expressed by him as to the delays and hazards a bridge would cause to navigation of sail vessels; is now the pilot of the "Hooker;" her business has been towing vessels and rafts from St. John's to Whitehall; this season principally from Rouse's Point. Thinks that the bridge would hinder a tow in a heavy wind more than a sail vessel. Heavy side winds would be apt to drive the tow against the bridge.

The "Hooker" does not go below St. John's; the rafts from St. John's come up the river and canal.

HARRY DOW.

Sworn before me, this }
15th July, 1850. }

GEO. GEDDES, *Chairman*.

Gideon Rugar, sworn.—Lives in Plattsburgh; has navigated Lake Champlain for over thirty years on sail vessels, and one year on a steamboat; is acquainted with the localities at Rouse's Point, and has seen and heard explained the plan of the proposed bridge. Thinks the bridge would be quite an obstruction to navigation; cannot say whether the bridge would have any effect on the price of transportation on the lake. Competition is very great; a vessel might be detained at the bridge until she would lose a trip.

GIDEON RUGAR.

Sworn before me, this }
15th July, 1850. }

GEO. GEDDES, *Chairman*.

John H. Green sworn.—Has navigated Lake Champlain for eighteen years on a sloop, is now master of Hooker & co.'s sloop "Napoleon." Has passed Rouse's Point a great many times, has seen the plan of the proposed bridge and heard it explained; thinks that sometimes it would be but little obstruction to navigation, sometimes it would hinder some days according to the wind. It might make upon a vessel from St. Johns to Whitehall, a detention of two or three voyages in a season, and it might not make any difference according to circumstances; thinks a sail vessel would go through with a side wind better than with a wind aft, as the boom would not take up so

much room, with a wind aft it would be necessary to take in sail or most of the sail.

JOHN H. GREEN.

Sworn before me this }
 15th July 1850. }

GEORGE GEDDES, *Chairman*.

James Wilton, sworn.—Has navigated Lake Champlain, off and on, about thirty years, now commands a sloop called "Great Northern," owned one half by witness the other half by the Plattsburgh Mill Company. Is acquainted with the water at Rouse's Point; has seen and heard explained the plan of the proposed bridge; thinks the bridge would have a great effect upon the navigation. Thinks a vessel could not pass with sails in hardly any winds, as the width of the vessel and the projection of the boom would be too much for the space, and it would be necessary to take in sail, and except in going through before the wind, it would be necessary to be towed or to warp through; there are times when a vessel could beat to windward when it could not be warped through; has frequently worked to windward in the lake, forty miles in a day. A vessel on the north side of the bridge the wind blowing strong from the south could not be warped through and unless she could get towed through by a steamboat, she would have to stay where she was; while, if the bridge was not there she might go to windward forty miles in a day.

JAMES WILTON.

Sworn before me this 15th }
 day of July 1850. }

GEO. GEDDES, *Chairman*.

Elijah P. Chamberlin, sworn.—Lives at Champlain; has navigated Lake Champlain since 1846; is now in command of sloop "Henry Clay," of about 140 tons burthen, belonging to Starks, Nash and Tisdale, of Whitehall, and sailing principally from St. Johns to Whitehall; is acquainted with the water at Rouse's Point; has seen the plan of the proposed bridge and had it explained; thinks that the bridge would have the effect of stopping the navigation for sail craft altogether; in coming up to the bridge in a head wind it would be necessary to warp through which might take two or three hours; sometimes it would be impossible to warp through, when if there was no bridge it would be safe to go on; now the channel is so narrow that it is inconvenient and sometimes it is necessary to stop on account

of the wind at this place and at every part of the lake; can beat in narrow water better than in wide water, as there is less sea in the narrow than in the wide; if the bridge was open with a west wind it would be necessary to take in sail; if there was a bridge should expect to haul up to the fender posts and by the use of lines warp the vessel through; the bridge on Champlain river hinders a vessel from half an hour to an hour in passing; has been in the habit of going through this bridge; the vessel has to open and shut the draw of the bridge.

Cross-examined.—Coming from St. Johns has to report at the custom house at Rouse's Point; sometimes go to the dock, sometimes the officer boards, but the law requires the vessel to go to the wharf unless the officer will come on board; if there was a bridge it would be a convenience to have a custom house office on the bridge; there are some difficult places in the river below Rouse's Point, but the navigation is good; can run there about as well as any where on this water; has been on the steamboats on the river; when in a thick fog it was necessary to stop as it is at other places. It is just as safe to go to St. Johns from Plattsburgh in a dark night as it is to go to Whitehall.

E. F. CHAMBERLIN,

Sloop "Henry Clay."

Sworn before me this }
15th day of July, 1840. }

GEO. GEDDES, *Chairman.*

Henry J. Gilman sworn.—Lives at Rouse's Point, and is an officer of the customs; has lived there since the 1st of October last. From Saturday the 6th of this month, 3 P. M., to Monday the 8th, about thirty-six hours, cleared 24 sail vessels, and four steamers; during the same time there were 3 or 4 sail vessels entered in Vermont. A large raft was in tow of one of these steamers; the wind was blowing strong from the north-west, and had been for all day Saturday. The vessels were all towed by the steamers; thinks these steamers could not have passed a draw bridge with these tows without breaking up the tows; there were eight or nine vessels in a tow. There was one raft that could not have been passed through a bridge without taking apart. The wind was so strong that though some of these vessels were directed to enter in Vermont, they could not do so, and it was necessary to give them a permit on this side. It was often the case last fall that it was necessary to pass vessels on this side in

the same way, for the same reason. In a west or north-west wind these tows hug the west shore ; thinks they could move under the west shore when they could not pass a draw. They never pass the reef, but go around the outside of it. The tows cannot be kept in the course of the steamer ; they will crook around in a strong side wind ; has seen vessels scudding when they could not have passed a draw. In strong head winds, when vessels could safely navigate the water as it is now, they could not be warped through a draw ; has had experience in moving loaded vessels at Plattsburgh, and found that it was very difficult with a windless to handle them ; was two years on the river in Albany, in the transportation business ; thinks there would be less difficulty in maintaining a ferry at Rouse's Point than at Albany, but was not at Albany in the winter. Last winter was reported at Rouse's Point by the people there, to be more severe than usual ; there was more ice, and persons crossed lower down than usual. From what he saw last winter, thinks there would be no difficulty in keeping a steam ferry boat running at the place of the proposed bridge all winter ; saw one team cross there ; most of the teams crossed about a mile above, which was said by the inhabitants to be unusually low down ; about as many vessels report at the office in the night as in the day time.

Cross-examined.—Has never seen a draw operate, of the magnitude of the one proposed. Of the vessels towed, thinks three-fourths come up the Chambly canal. Their vessels are loaded with lumber. Side winds would drive them against the lee side of the opening in the bridge and the lumber would catch against the bridge and make it impossible to haul through without a steamer. Thinks piers 300 feet long, flaring, so as to open 300 feet wide would have the effect to send into the narrow space broken seas, that would make it difficult to pass, in south winds.

HENRY J. GILMAN.

Sworn before me this 15th {
day of July, 1850. }

GEO. GEDDES, *Chairman*.

Hosea B. Chamberlin, sworn. Has been more than ten years navigating Lake Champlain. Is somewhat acquainted with the navigation at Rouse's Point ; thinks that vessels could not pass a draw there with safety in any wind without taking in their sails. Heard Capt. Maddock's testimony read, and agrees with him in opinion.

[Senate, No. 20.]

Cross-examined.—Lives at Plattsburgh; commands sloop "Hercules;" has never seen vessels pass through any draw but the one on Champlain river. Our boom is 69 feet long, vessel is 26 feet wide. The boom is too short by two feet; has had to take in sail in passing vessels near Whitehall, and then has seen them go ashore. Is twenty-six years old next month. Has been down to the river with his sloop once only.

H. B. CHAMBERLIN.

Sworn before me this 15th }
day of July, 1850. }

GEO. GEDDES, *Chairman.*

Rufus A. Gilman sworn—Lives at Plattsburgh; has owned vessels on Lake Champlain. Has seen the plan of the bridge and is acquainted with the place where it is proposed to construct it. Thinks the bridge would be a great obstruction to navigation.

Cross-examined.—Has seen vessels passing the Charlestown draw bridge at Boston, and the new draw-bridge in the Albany basin. In heavy winds the Charlestown bridge delays vessels and is a hindrance. Has had experience in passing the draw bridge on Champlain river. A current makes difficulty and so does a wind. The situation of the proposed bridge is such that vessels cannot approach it, without a wind to aid them, so that they would be prevented from passing in the most favorable time, unless towed. Vessels loaded with lumber are the most difficult to handle, from the fact of their loading being so bulky, projecting over the sides about eight feet, and reaching above deck frequently ten feet. Lumber all comes from the north.

R. A. GILMAN.

Sworn before me this 15th }
day of July, 1850. }

GEORGE GEDDES.

Solon Tobias sworn—Lives in the north west part of Grand Isle, Vermont. Has occasionally sailed a vessel, but has oftener had vessels sailed by other persons. Has been concerned in the navigation of Lake Champlain for thirty years; is acquainted with the place where it is proposed to construct the bridge, and has had the plan explained to him; thinks the bridge would be some obstruction to navigation, for in a fair wind it would be necessary for the vessel to come to and take in the boom, lower the peak, and drop through. In a

side wind it would be necessary to take care and go as close to the windward side as could be, and then there would be danger of the vessels lurching, and getting against the bridge; has been troubled many times in coming to a wharf in consequence of miscalculating the wind, and has observed at his wharf, which he has kept about sixteen years, that the best of sailors sometimes fail to make the wharf the *first* time, and find it necessary to take a tack and try a second time. A good vessel well managed, in a good wind, may be steered very exact, but in a heavy wind it is not so. Has known a sloop miss stays and go ashore; thinks the bridge would be a hindrance to navigation.

Cross-examined.—Always have to stop at Rouse's Point at the custom house going south, and a custom house on the bridge would be convenience.

SOLON TOBIAS.

Sworn before me this 15th {
day of July 1850. }

GEO. GEDDES.

Abram Mocbridge sworn. Is pilot of the steamboat "Burlington," one of the largest boats on Lake Champlain; has been on the lake about 21 years, on steamboats; constantly runs by Rouse's Point; has been engaged some in towing; has seen the plan of the proposed bridge; thinks a vessel could get through; there are times when vessels could navigate if there was no bridge; that they could *not* if there was a bridge; has come up the river when it blew so hard that one guard of a first class steamboat would be down to the water; with a strong northwest or quartering wind, it would be very difficult to pass with a tow, as the tow would blow far off to the leeward, and it would be necessary to break it up and pass it one vessel at a time, to break up a tow of eight boats, and pass it one vessel at a time, and make it up again, would require, in a hard side wind, from six to twenty-four hours; the prevailing winds from the upper end of the lake would be partly side winds; thinks that up to the first of June, one-half of the tows would have to be broken up; from June to September there is less wind, and it would be better passing the bridge; thinks for one-half of the season through, one-half of the tows would have to be broken up; thinks that vessels would occasionally be injured at the bridge; rafts are usually towed in the fore part of the season; this year there has been so much wind, rafts have been kept

back; they are generally towed as early as it is safe, on account of the wind.

Cross-examined.—Thinks two-thirds of the vessels towed, come through the Chambly canal; many of these vessels, in a fair wind; sail up the river; some of our vessels that go down the river, sail up with a west wind.

ABRAM MOCKBRIDGE.

Sworn before me, this 15th }
day of July, 1850. }

GEO. GEDDES, *Chairman.*

Steamboat United States, *July 16th, 1850.*

Present, Messrs. GEDDES and OWEN.

Hiram Ferris sworn.—Lives at Chazy, Clinton co., New-York. Has been navigating Lake Champlain for most of the time for fifty years. Was first captain of a sail vessel in 1812. Was pilot, before that, on the steamer "Vernon," the first ever on the lake. From 1812 to 1825, commanded sail vessels and was owner of vessels. In 1825 was engaged in piloting steamboats, and has been in that business, with slight exceptions, since; and is now one of the pilots of the steamboat "United States." Is acquainted with the water at the place of the proposed bridge, and has had the plan explained to him. Thinks the bridge would be a great detriment to sail vessels; more so than to steamboats. Thinks that in a strong south wind, such as he has often sailed down with, he should not dare attempt going through the bridge, but would lay-to at some point two or three miles to windward. Thinks that, in anything of a breeze of wind, it would be difficult to pass the bridge with sails up. In a head wind a vessel would beat up, and in a moderate wind might get through by heaving or warping; but, in a fresh wind, thinks it would not be practicable to haul a vessel through by the means mentioned. Thinks a vessel could not in any wind beat through. Has towed large rafts and vessels. A steamer with a tow, with the least side wind, would drift the tow on to the piers; unless the tow is broken up, and passed one or two at a time. With a head wind that was moderate, it would be possible to take a tow through without stopping; but in a hard wind, such as would be towed against, if the bridge was not made, it would be necessary to stop. If a blow should come on suddenly, when the tow was within a mile of the bridge, it would be necessary to come-to, and if on the north side, where there is good anchorage, it could be safely done; but on the south side,

where the anchorage is not good, it would be necessary to put back to make a harbor. In a north-west wind, the tow might be driven ashore; when, if there was no bridge there, it might go on. Thinks that the bridge, if made, would lead to the loss of more or less property on the water, though it was made as safe as could be, and though the navigation was conducted with care and prudence. Rafts are towed mostly in the fore part of the season; latterly, for three or four years, rafts have been towed all the season. The winds are most boisterous in the fore part and in the latter part of the season. Rafts go slower than vessels, and drift more, and would be more difficult to pass the bridge. Should not risk going through in side winds, when, if there was no bridge, could pass; and though a raft might be made up narrow enough to go through the bridge, it would be necessary to take it in short pieces to pass it. In a south wind, the sea would be broken by the piers, and the effect upon a sail vessel would be to roll it—cause it to thump against the dock. While tows were passing the draw, vessels approaching the bridge would have to lay-by until the tows were through. It is common for vessels to pass the point in fleets when the wind is fair; such a fleet going north, meeting a tow at the bridge, would all be hindered. Has noticed eight or ten vessels near the fort, anchored within a half a mile of each other, waiting for a fair wind. The rafts of square timber come from St. Johns—come up the river and through the Chambly canal. Has not navigated the Chambly canal or Richelieu river. If there was a breakwater 800 feet long put to the south of the draw, it would be a benefit and would furnish some protection, but would cause some delay. Thinks that if the St. Johns railroad was continued to Rouse's Point, that the steam passage boats would not go down lower than that place. The passenger steamers carry considerable freight. This freight principally comes and goes over the St. Johns railroad. Thinks the dividends of the steamboat company would not be as good as they are now, if they did not go below Rouse's Point. The continuation of the railroad from St. Johns to Rouse's Point might increase the business, as the trip might be made quicker. It is difficult to tow rafts with strong head or side winds; they often have to lay-by. The lake at Cumberland Head is about two miles wide to Grand Island. There is often a heavy sea south of Stony Point and Windmill Point.

HIRAM FERRIS.

Rouse's Point, July 16th, 1850.

Present, Messrs. GEDDES and OWEN.

William McNaughton sworn. Lives in Montreal; is captain of the steamer "Lord Stanley;" is engaged in towing from Montreal to Whitehall, and has been this summer; has been in the habit of passing the railroad bridge at Beloeil; belongs to the firm of Sincenes & McNaughton, engaged in the towing business through from Montreal to Whitehall; this firm has advertised that they will not be responsible for any injury vessels may receive at Belaeil draw; this became necessary from the injuries that were received at the bridge; and to avoid suits, notice, as stated, was given; cannot tow down stream at all; it is necessary to go through with the steamer and drop down the barges by the aid of lines; when the water falls, it will be practicable to tow, but thus far this season, has had to do as stated; has had a barge injured this summer, in going down, so as to make it necessary to haul her out of the water for repairs; there is more difficulty in towing up stream than there is down, but not so much danger; has struck with the steamer once or twice, but has not injured her much; the chief injury has been done to the barges; has seen the plan of the proposed bridge; it would be some obstruction to navigation; cannot say how much; if the wind was blowing fresh, the vessels in tow would be driven against the bridge; has passed that point only four times.

• Cross-examined.—There is a point just above the Beloeil bridge that throws a strong current through the draw; such is the direction of this current, that unless lines are used to hold vessels from the piers, they are driven against them; all vessels towed have to be pulled into the draw with lines, going down stream; the current is now strong, not so strong as when the water was high in the spring; now tows four vessels against it, but in the spring could only tow two at once.

• In August and September, when the water becomes low, it will probably become practicable to tow vessels down through the tow, and then it will probably become practicable to tow six barges at once up stream; if the draw of the bridge was about 200 feet east of the place where it is, it would be in a straight line with the current, and therefore better to pass—but this place being farther from the shore, the winds would have more effect; carries up the river sawed

lumber principally, and commonly there is no freight back, the barge being light; in calm weather there would be less danger in passing the proposed bridge at Rouse's Point, than there is at Beloeil, but in winds it would be as dangerous. The Beloeil bridge is exposed to a current, the one proposed would be exposed to winds; which is not the case at Beloeil; if there were two draws at Beloeil, as proposed at Rouse's Point, it would be better; as the bridge now is, there is but one space in the bridge opened over the water by the draw, the other part of the bridge that swings being over the land; large quantities of flour are towed by steamboats from the upper lakes to Burlington, Vermont, and some to Whitehall.

Direct again.—It costs for towing a fifty (50) ton barge from Montreal to Whitehall, forty dollars, and thirty dollars from Whitehall to Montreal.

WM. McNAUGHTON.

Sworn this 16th July, 1850, }
 before me, }
 GEO. GEDDES, *Chairman*.

Captain *Henry Tisdale*, sworn.—Has navigated Lake Champlain since 1819, in all capacities, from cook to captain. As captain, from 1830, has passed Rouse's Point six times a week for some years; the shores are low, and the winds blow hard, particularly the westerly and southerly; now vessels can pass at any time; if there was a draw-bridge, many times it would be impossible for vessels to pass, particularly in the night; could not pass a draw sixty or seventy feet wide with a head wind, without resorting to something besides sails; in strong side winds it would be difficult, but with gentle winds the passage might be made; sometimes there is a hard south wind for two or three days; south winds prevail in the spring; there is width and rake enough for the wind to throw up as much sea as the depth of the water will allow. A steamboat fifty-eight feet wide could not safely pass a 70 foot draw in a gale of wind. Has not been in the habit of passing draw-bridges, but has passed through narrow piers. Vessels are towed by steamboats, sometimes seventeen vessels in one tow—some abreast and some astern; such a tow would probably take half a day in passing through a bridge; part of the vessels would necessarily be taken and moored in some safe place,

and so on until all were through ; this is true of good weather, in bad weather it could not be done at all. These vessels towed by steamboats do not generally carry chains and anchors ; and in a gale of wind, if the tow was south of the bridge, it would be necessary to take it under the lee of some island ; but if there was no bridge he would go on about three miles below the point to a good place for anchorage ; if a steamboat was below the bridge with a large tow, and a heavy south, south-east or south-west wind was blowing, it would endanger the tow ; in not very bad weather it would be safe to moor at Rouse's Point harbor. Commonly eight months' navigation on Lake Champlain ; of these eight months, two-thirds he calls boisterous ; and the bridge would obstruct the navigation for one-half of this time ; these tows are made up at St. Johns, and consist of vessels that stop at various places on the lake. Rafts commonly of 100,000 feet square timber, sometimes much larger, are towed through the lake ; these rafts are from 100 to 125 feet wide ; during the whole season, steamboats tow vessels, particularly during the night, past this point. Large quantities of logs are floated in rafts from Canada, that are sawed at Plattsburgh and other places.

Cross-examined.—Has not navigated the lake since 1847 ; but is interested in vessels ; (named some 7 or 8, and said he had interests in a number more.) These vessels run to St. Johns regularly ; carry merchandise to St. Johns and return with grain, and various other products. There are other heavy lines that carry produce, (wheat particularly.) Canada steamers are used some to tow these vessels from Detroit to Burlington ; thinks a barrel of flour can be carried through the St. Lawrence 25 cents less than by the New-York canals.

Captain *Cyrus Boardman*, sworn.—Has been navigating Lake Champlain from a boy ; has been master of a vessel since 1812, until within 4 or 5 years ; is acquainted with the place where it is proposed to locate the bridge. At the place where the bridge is to be located, there is sometimes a very heavy sea ; there being a rake of wind for 8 or 10 miles ; has seen a sea that would lift a vessel, of 25 feet beam going through a narrow place to vary her from 20 to 50 feet, with all the help you could have, the sea lifting the vessel one way as it strikes her, and as it leaves her the vessel falls off the other way. The same effect would be had on a steamboat, not perhaps so great, but to some extent. At this place vessels beat against a head

wind; a vessel coming up to the bridge, if she was warped through could not get away from the bridge, unless the piers run some 300 feet to windward. The channel that vessels usually navigate, just at the bridge, perhaps is half a mile wide; steamboats tow from 15 to 25 vessels at a time, up and down this river; in good weather it would probably be necessary to separate the tow; in a gale of wind it would not answer to attempt to pass the bridge. There are about 8 months of navigation, and one-half of this time the bridge would hinder towing boats; there is a small part of the time now that the weather does not allow navigation; but seldom more than a day at a time. It is his opinion that the bridge would obstruct navigation materially three-fourths of the time, and one-fourth entirely. The average time of a sail vessel from Whitehall to St. Johns, 150 miles, is about one week going and returning; thinks the bridge would make twice this time necessary.

Cross-examined.—Is but little concerned in the navigation of the lake; has now no interest in vessels.

John Brown, sworn.—Is pilot of the steamboat *United States*, of Burlington; has been navigating Lake Champlain 25 years; is well acquainted with proposed location of the bridge at Rouse's Point; thinks the bridge would have a material effect upon sail vessels, making them shear from 20 to 50 feet in a hard wind; thinks that one half the time of navigation it would be very bad getting through the bridge; steamboats do not shear quite as much as sail vessels, say from 20 to 30 feet; the *U. S.* is 58½ feet wide over all as he has been told, and 250 feet long, drawing nearly six feet of water. In day trip never lay-by there more than any where. The boats are advertised to leave St. Johns at 5 A. M., but do commonly leave as soon as the cars come in from Montreal, say from 6 to 9 o'clock at night; go up to Rouse's Point, and there stay until 6 the next morning; come up early in the night to avoid fogs, which generally come on in the morning; thinks in some parts of the season, (fall and spring) it would average two fogs a week. The place the steamboats stay over night, is above the place of the proposed bridge. You could not see a lamp the length of the boat in a heavy fog; has seen a very heavy sea at this point; this is where there is the heaviest sea of any place in the river; has been through the Troy draw bridge; has not

had much experience in passing draw-bridges; says that in some bad weather it is safer to go down the river than to stop at Rouse's Point.

Cross-examined.—The channel is narrower at the fort, but the narrow place is about four miles below the fort; the channel is, he thinks, less than a quarter of a mile wide at the fort, and then widens for about a mile; Bloody Island is about four miles lower down; runs this river nights, except in very foggy weather; about twice a week have fogs, when they have to feel their way along; never lost a trip; run up in the fore part of the night to avoid fogs; can run in dark nights if not foggy, however dark; vessels anchor in gales south of the bridge, and sometimes they part their cables.

Lott Chamberlain sworn.—Lives in Plattsburgh; agrees in the main with the witnesses sworn; is captain of propeller James H. Hooker, engaged in towing; in making up a tow, place three or four boats on a side and the rest astern; has been in the night on the river with such boats; in a gale of wind if there was a bridge it would be necessary to leave his tow; has passed this place in the night with fourteen boats; the bridge would be a great detention, even in a calm, still time, it would hinder three or four hours with a heavy tow; sail vessels of 300 tons navigate this lake; the common sized, is 200; has sailed such a vessel five or six years; last summer the schooner Gen. Moore parted cables south of this place and had to run below Bloody Island before she could make a harbor.

Cross-examination.—Thinks the bridge at St. Johns does raise the water in the lake, as last summer was very dry, and still the lake did not fall very low, and the Canadian government caused the ice-breakers at that bridge to be taken up, as the farms along the river were injured by the water raised by the bridge.

H. G. Tisdale again.—Owns the Gen. Moore, in part; the fore part of last season she came out of Seco bay loaded with lumber, and let go an anchor some 12 or fourteen miles south of the proposed bridge, where she parted her cable, and was unable to make a harbor until she came to at Lacole, a mile below Bloody Island; if there had been a bridge, thinks that the vessel would have been lost. Vessels loaded with lumber have their loads so piled that they are 36 to 40 feet wide.

Cross-examined.—Had there been a dock, it would not have been possible to have made her fast to the piers.

Murray Mandeville, sworn.—Has been master of a sloop on Lake Champlain 13 years, and 9 years as a hand on that lake. Thinks a bridge would be very bad for navigation at any time. In a hard wind it would be difficult to go through a draw ; it would be necessary to come to and drop an anchor in a favorable wind, but in a head wind it would be necessary to "heave" through. Sail vessels beat up and down the river. Some places it is difficult owing to the narrowness of the channel. There is some current, and it would take from a quarter to a third longer to go south through the river than it would north. There is in a south-east wind considerable of a swell at the place of the proposed bridge.

The river at the place where it is proposed to build the bridge is about half a mile wide. Rouse's Point furnishes protection to vessels if the wind does not blow too hard. There would be times when vessels could not pass the bridge, say from one-quarter to one-half the time. There is more sea room where the bridge is proposed to be built than there is below, and it is better beating ; it would be dangerous to beat through a draw, and it would be necessary to heave through by an anchor ahead, which would take three or four hours, using two anchors, one to hold on by while the other was carried ahead.

Cross-examined.—Ash Island is four or five miles below ; at that point the navigable channel is from 10 to 15 rods wide, may be less. At Bloody Island about the same. Bloody is above Ash Island one-half a mile. From Ash Island to St. Johns, from 16 to 18 miles. At St. Johns the navigable channel of the river is from 20 to 30 rods wide. There is a draw in the bridge at St. Johns, but the bridge is below the lake vessel navigation, but the canal boats go through the bridge ; Canada barges and steam propellers go through the canal, and small steamboats. All the sloops stop at St. Johns—that is as far as he ever went with a sloop. When there is a strong south wind in very low water, cannot beat up the river. Low water in June, July and August, sometimes in September the water is low ; water raises sometimes in August, but not often, commonly about the twentieth of September ; during high water the wind sometimes blows so hard from the south that vessels cannot beat up the river. When

It is foggy or dark do not attempt to beat up the river ; but above Bloody Island the river is wider. Very often start from St. Johns with sail vessels and go up the river in the night ; but do not do so in a south wind. Never knew of any vessels having been lost, but has known them driven ashore in the river, sometimes from one cause, sometimes from another ; do not go ashore oftener in the river than at other places on the lake ; about 12 miles at the south end of lake is about as bad as the river, the channel being from 10 to 15 rods wide. At the elbow the channel is from 6 to 10 rods wide—thinks nearer 6 than 10.

Whenever sails can be carried, except in low water, can beat up the river. Sometimes get ashore on the flats when the water is shallow. Steamboats in passing the elbow, near Whitehall, use a line and are delayed from one-quarter to one-half an hour.

Josiah Bascom, sworn.—Has been master of a vessel on Lake Champlain for 25 years most of the time. Is acquainted with the place where it is proposed to build the bridge ; the bridge would affect navigation particularly in the night ; the lake is narrow and low lands all around ; in high winds it would be difficult to get through ; about the time the cars were expected the bridge would not be opened. The west shore of the lake has a “bight” or bay, and about 3 or 4 miles to the south a point projects into the lake ; but the water is so shallow that vessels cannot take refuge under it. The east shore has Windmill point $1\frac{1}{2}$ miles south ; but makes no harbor from south winds because of the shallow water. There is no good harbor below Isle La Mott, which is about ten miles above the bridge. In a gale of wind from the south, vessels that are below Isle La Mott run for the river when anchors will not hold ; does not know of any particular vessel being driven into the river ; vessels do not often get driven ashore. Has himself been only twice driven ashore ; has not lost a vessel. Thinks a well managed drawbridge would be quite an obstruction to the navigation ; some seasons the effect would be more and some less ; but would be a great hindrance.

Cross-examined.—If there was a steamboat furnished to draw vessels through, it would be still a hindrance. In going down before a heavy wind it would be a job to “get the boom in” while passing the bridge. Blows so hard sometimes that you could not make fast

a vessel to a pier ; in some winds might go on if there was no bridge, when it would be difficult to get through a draw. Is acquainted with drawbridges ; one across the Richelieu river, 9 miles below Chamblee ; sail vessels pass it ; the bridge is quite a detention ; all vessels from Montreal to St. Johns pass it ; the river is at that place $\frac{1}{2}$ a mile wide ; the navigable channel is 8 or 10 rods wide. In a light wind going up stream, vessels cannot get through without assistance, but in a strong, favorable wind they get through. Going down with a fair wind vessels take in all sail to avoid hitting the bridge. There is but little sea running there, none to hurt anything, while at Rouse's Point there is a heavy sea sometimes. There is no tide ; the current of the water varies with the wind. The draw is kept open except when the cars are expected ; but for 15 minutes before the cars are expected the bridge is kept closed, in which case the vessels anchor. There is but little docking above the bridge, say 50 feet, below say 30 feet. The piers are from 40 to 50 feet apart. There are draws over the canal, they do not hinder much, as the boat is towed through the canal. If there was a dock 600 feet long on each side of the draw, well furnished with fender posts and fasts, it would not be safe to try to pass.

Benjamin Jones, sworn.—Lives at Whitehall ; is pilot of the steamer Ethan Allen ; has been engaged in towing vessels and rafts up the Richelieu river,—127,000 feet square timber at one tow, and has towed 18 vessels at one time. The rafts are generally 80 feet or thereabouts wide ; a bridge would be very much in the way ; the further end of the rafts are nearly $\frac{1}{2}$ a mile distant from the boat, there being about 500 feet between the steamer and the forward end of the raft ; this is because the rafts and vessel are more manageable in this form ; does not think a steamboat could pull a raft through a bridge in a west or south-east wind. Often at evening after the wind has been blowing fresh all day lengthwise of the lake, there will be a wind from off one of the shores. *Rafts to be safe going through the lake must be wide—wide in proportion to their length and quantity of lumber in them—from four to six cribs abreast.* With a raft made up narrow enough to pass the bridge, such would be its length that in common weather, not one time in fifty but that its swinging would hit the pier ; before a hard wind a raft will crook up and cannot be kept straight, though it may be safe to navigate with one in such times ; must have half a mile to handle a raft in, and in a strong

gale of wind in approaching the bridge, if the wind was aft it would be necessary to fasten to the hind end of the raft and hold on until the wind was over; there has been a good deal of timber lost in the lake by rafts breaking up in a wind. A long tow of vessels is worse than a raft, as the vessels swing more than rafts, and going before the wind it would be very difficult to manage them through the bridge; thinks that $\frac{2}{3}$ of the sail vessels that trade with Canada are towed up to the lake by steamers. There are four steamers used for towing and freight, besides perhaps a dozen small Canada steamboats engaged in towing, and some propellers from Chicago. The passage steamboats very commonly tow boats; thinks he has been aboard sloops at the place of the proposed bridge when a sea would throw them from their course 30 feet.

Cross-examined.—Lumber from Canada is over half of it sawed; about 15 very large rafts came out of St. Johns last year of square timber, and quite a number of rafts of saw logs; the square timber would average perhaps 100,000 feet to the raft; has never had any experience in using a draw-bridge. The channel for about 12 miles near Whitehall is about 15 rods wide and some places for two miles is direct, and sometimes in towing vessels in this channel, they go ashore, though there is no sea running; for forty miles from Whitehall there is but little sea.

Oscar F. Blount, sworn.—Lives at Whitehall; is one of the owners of steamboats on Lake Champlain; is well acquainted with the proposed location of the bridge, and thinks it would make the navigation still more difficult and hazardous. There has been an enormous increase in the business on the lake for the past year. In the Champlain district, the office of which is at Rouse's Point, 543 vessels were cleared in about two months of navigation; this was one side of the lake, and thinks there were nearly as many on the other. Says the increase of business will, he thinks, be as great next year as it was the last; thinks there were 2,000 passages last year, in 200 days, besides steamboats and tows—perhaps 1,600 passages of these. The sending of lumber from Canada is greatly on the increase, now coming for 120 miles above Montreal. The increase in grain and flour is as great as in lumber. Canada flour is sent in bond to England by way of New-York. Flour and wheat can be carried to the shores of Lake Champlain cheaper (wheat 10 cts. a bushel) by the Canada canals than by way of Albany, (flour 15 cts. a bbl.)

Henry Smailey, sworn: Lives at Troy; is acquainted with the draw-bridge at Troy; makes it difficult to get through; has seen vessels foul of the bridge going both ways. Before the bridge was made more vessels went above that place than now; horses are used to tow through, and men who are employed to help haul; the boom has to be hauled aft to enable the vessel to pass. The wharves above are not so much used as they were before the bridge was made; the falling off of business is very striking; there is $\frac{1}{4}$ of a mile of docks above the bridge; has navigated the Hudson river from a boy; has seen draw-bridges in New Jersey, but never passed them.

Marvin Porter, sworn: Is a civil engineer, having been some fifteen years in the business in constructing railroads and canals. Has, until recently, had charge of the eastern division of the Rutland and Burlington railroad; has visited Rouse's Point, with a view to examine whether a bridge would have the effect of raising the water in the lake. He came to the opinion that no sufficient examinations had been made as to the rate of the current of the water to form a safe opinion, but he thinks that the bridge would have the effect to raise the water. Had before him the comparative areas of cross sections at various points on the river, but nothing was known as to the rate of the current and that is a material point to be known, in order to settle the question. The width of the river at Rouse's Point is about 5,000 feet. The country is low and flat at Rouse's Point, vanishing off to the water, mostly earth, but some rock; no bluffs to break off the wind; thinks a bridge would endanger navigation in a storm, and would materially injure the navigation of the lake; is acquainted with the draw bridges in Boston harbor; vessels are warped through, and has never seen one going through under sail, but has seen them warped through. The widest draw that he knows of is 70 feet and is in the Albany basin bridge; the Boston bridges have draws of from 56 to 60 feet; thinks the widest of them is 58 feet. There is not in the Boston bridges the same exposure to the winds and waves, that there is at Rouse's Point; is of the opinion that the water is too deep at Rouse's Point for the formation of bars; does not think that the little that the bridge would probably raise the lake would be of any material injury.

I, *Henry Brayton*, of Alburgh, in the county of Grand Isle, of the age of 37 years, depose and say, that I have followed the business of sailing upon Lake Champlain for twenty-one years, that for the last seventeen years I have commanded different vessels. That I am well acquainted with the outlet of the lake, and its navigation from the line of the States to St. Johns ; it is narrow, shallow in places, and seldom navigated by any vessel in the night time. I think that a bridge across the same near the line, with a suitable draw for vessels to pass, would be but a very slight impediment to the navigation of the north part of the lake, and should a bridge be constructed and the custom house be kept at or near the bridge, so that papers at the custom house could be passed while the vessels were passing the draw, the navigation of the outlet of the lake would not be injured by bridging.

HENRY BRAYTON.

Alburgh, 17th March, A. D. 1848.

Subscribed and sworn }
to before me, }

GILES HARRINGTON, *Justice Peace.*

I, *Simeon Cooper*, of Isle La Mott, in the county of Grand Isle, and State of Vermont, of lawful age, depose and say, that I have followed the business of sailing upon Lake Champlain for the last six years, and am well acquainted with the outlet of the lake, having been engaged in boating stone from Isle La Mott into Canada for most of the time for the two years last past. I am of opinion that the construction of a bridge from Rouse's Point, so called, across to Alburgh, near the Canada line, with a suitable draw for vessels to pass, would be but a very slight impediment to the navigation of the lake. If the custom house should be kept at or near the bridge, so that custom house entries could be made while the vessel should be passing the draw, I think the boating business into the Canadas would not be at all injured by the bridging. I have commanded different vessels for the time above stated.

SIMEON COOPER.

Isle La Mott, 17th March, 1848.

The above affidavit subscribed and }
sworn to, before me, }

HENRY PIKE, *Justice of the Peace.*

I, *John Carle*, of *Alburgh*, in the county of *Grand Isle*, State of *Vermont*, depose and say, that I have sailed upon *Lake Champlain* during navigation season, during the last fourteen years; have been master of different vessels for four years past; now own and sail a sloop. I am well acquainted with the navigation of the northern part or outlet of the lake. My opinion is that the construction of a bridge across the lake near the lines of *Canada*, with good suitable draws for vessels to pass, would not injure the navigation of that part of the lake; the lake from the line north is in places narrow of channel, shoal and difficult of navigation when the water is low, and in the night vessels stop at the line for day-light to go down the river. Should the bridge be constructed with good draw, and the custom house be kept near it, that entries could be made while vessels were passing, I have no doubt {the navigation would be benefited by bridging rather than otherwise; they would not in that case, be required to go out of their way to make entries.

JOHN CARLE.

Alburgh, 17th March, 1848.

Subscribed and sworn to, }
before me, }

GILES HARRINGTON, *Justice of the Peace.*

STATE OF NEW-YORK, } ss.
Albany county, }

Lawrence Brainerd, of *St. Albans*, in the State of *Vermont*, being duly sworn, says, that he is director of the *Vermont and Canada Railroad Company*, incorporated and organized under an act of the Legislature of *Vermont*, for the construction of a railroad from the *Canada* line through *St. Albans* southerly, to connect with the *Burlington and Rutland railroad*, and with the *Vermont central railroad*; that the charter of the said *Vermont and Canada Railroad Company* provides that the said *Vermont and Canada railroad* be constructed to some point most convenient for meeting the *Burlington and Rutland railroad at the village of Burlington*; and further, that by the said charter of the *Vermont and Canada railroad*, the said *Burlington and Rutland Railroad Company* have the right to connect with and enter the said *Vermont and Canada railroad*, paying for the right of using the same such toll or compensation as the Legislature may prescribe. And he further says that the said *Vermont and Canada Railroad Com-*
[Senate, No. 20.]

pany has been organized and the directors have employed engineers to make the preliminary surveys, which are now in progress for the location of the road; that the surveys have not been completed, and the location of the road has not been made; and this deponent further says that he has good reason to believe, and does believe that it is the intention of the directors and stockholders of the Vermont and Canada Railroad Company to locate and construct their road on the most feasible route from the village of St. Albans, to connect with the Burlington and Rutland railroad at the village of Burlington, and with the central railroad, according to the provisions of their charter, and by such connexion not only to open a railroad communication with eastern railroads, but also with railroads in progress of construction in the valley of the Hudson, and that no arrangement or understanding exists or would be assented to, as deponent believes, by which the Vermont and Canada railroad would be deprived of the most easy and convenient connexion with the said Burlington and Rutland railroad; and that it is decidedly for the interests of the said Vermont and Canada railroad to have connexions with both the said Burlington and Rutland railroad and the said central railroad; and this deponent is of opinion that the said Vermont and Canada railroad could not be profitably operated, especially in winter, without a connection by bridge with the railroads contemplated in northern New-York and Canada, terminating at Rouse's Point; and that consequently without such connexion, there could not be maintained a continuous, eligible line of railroads between New-York city, Montreal and northern New-York.

LAWRENCE BRAINERD.

Sworn this 31st of March, {
1848, before }

JOHN WILLARD, *Justice Sup. Court.*

I, *Lawrence Brainerd*, of lawful age depose and say, I have been a director in the steamboat company on Lake Champlain for about twenty years past and am still a director and one of a committee of three who were appointed by said board of directors to take the superintendence and management of the affairs of said company, and that I have acted in that capacity for the last two years. I have been acquainted with Lake Champlain and its navigation between 30 and 40 years, and in my opinion the bridging of the lake at Rouse's Point, in the manner proposed by the rail road company, would be of

but trifling injury to the navigation of said lake, and in comparison with the benefits to be derived to the whole community, not worthy of any consideration. So far as the effect of a bridge at Rouse's Point upon steamboat navigation is concerned, in my opinion, it would be a great benefit to the steamboat company, on the supposition that a railroad is constructed from Montreal to connect with the Ogdensburgh road, as is contemplated, for the reason that Rouse's Point would in that event be practically the foot of steam navigation on the lake, and the steamboat company could then form a morning and an evening line from Whitehall to Rouse's Point with one boat less, certainly, and I think with two boats less than they now can, and also save all the difficult part of the navigation of the Richelieu river to St. Johns. This arrangement would be equally as well, if not better for Montreal, than the present arrangement, as it would be a saving of from one to two hours time, in my opinion, between New-York and Montreal, and a saving of cost in the transportation of passengers through the lake by taking less boats to perform the same amount of business. I further say that three-fourths or seven-eighths of the merchandize which passes through the lake to Canada has been for the last few years by steamboats. I further say that if a railroad should not be constructed from Montreal to intersect with the Ogdensburgh road at Rouse's Point, or that if from any other cause it should be necessary or advisable to run the steamboats through to St. Johns, as they now run, a bridge at Rouse's Point with suitable draws, such as I understand are proposed by the engineer, would not, in my opinion, be any serious obstruction or impediment to the navigation of the lake, as the time occupied in passing the draw would be trifling, that it would generally only occasion a checking of the speed of steam vessels so as to delay them not more than two or three minutes, and that sail vessels would not, on the average, be detained more than four or five minutes; and I am of opinion that not more than four or five sloops and schooners pass Rouse's Point per week, on the average, through the season of navigation. And I further say that I am the owner of from six to nine hundred acres of the low lands bordering on the lake which would be affected by any back water that might be occasioned by the construction of such bridge, if any lands would be affected thereby, and I have no apprehension and do not believe that said lands will be affected at all by such bridge. I further say that Gardner Green,

Nelson Bullard and others, who have signed petitions in favor of the said bridge, are owners of low lands lying on the borders of said lake, which would be affected by such bridge if any land would be affected thereby; that the persons above named, with myself, are the owners of the greater share of lands that would be affected by such bridge in that part of the lake. I further say that I was the owner of low lands on the borders of said lake at the time when complaint was made in regard to the effect which the bridge at St. Johns was by some supposed to have on such lands, but I became perfectly satisfied that the said bridge had no effect upon said lands or upon the waters of the lake, and that I understood and believe that such was the result of the examination caused to be made in relation thereto; and I further say that I am well acquainted with the lake and river Richelieu, and am of opinion that the construction of such bridge would not produce any appreciable obstruction of the waters of the lake.

LAWRENCE BRAINERD.

Sworn the 28th March, }
1848, before me, }

WM. PARMELEE, *Mayor of Albany.*

I, *Orville W. Blodget*, of Swanton, in the county of Franklin and State of Vermont being of the age of thirty-one years depose and say, that I have sailed on board of vessels on Lake Champlain every season since I was eleven years of age, and that I have been captain of vessels every season since I was nineteen years of age, I further state that I am well acquainted with the lake and river from Whitehall to St. Johns, and have navigated the same frequently; the river from Rouse's Point in the town of Champlain to St. Johns is difficult to navigate, among two narrow crooked channels, large rocks and extensive flats, and both steam and sail boats in going to St. Johns usually lay-to, through the night, at Champlain, on account of the hazardous navigation, although I have known boats to pass up and down in very light nights, I am fully of opinion that a bridge at the line near the fort at Rouse's Point would not be a serious impediment to navigation provided it had a draw 60 feet wide with a pier 300 feet long at the draw with proper fastenings, that a vessel could be warped through against a head wind and that I am fully of opinion that with a side wind a sloop could pass the draw without any delay and so with an aft wind and

should there be lights on each side of the draws in the night the bridge instead of being a damage would be in fact an advantage to navigation; if the custom house should be kept at the bridge, the delay would be nothing, as we have to always stop at the custom house when we come out of Canada, and the vessels even against a head wind could be warped through the draw while the capt. was doing his business at the custom house. I have no doubt but the rocks and flats below Rouse's Point, and the Elbow near Whitehall are far greater impediments than a draw-bridge would be at Rouse's Point. I further say that the freight would not in my opinion be increased at all by such a draw-bridge. I further say that a steamboat could pass the draw without any delay, danger or inconvenience in case the draw was open when it arrived, whether the wind was aft, side or ahead, and in all winds when it would be safe for it to be on its course.

O. W. BLODGETT.

The above deposition is duly sworn to before me, this 2d day of March, A. D. 1848.

N. L. WHITTEMORE,

Justice of the Peace.

SPECIFICATION

Of the bridge proposed to be built by the "Northern Railroad Company," at the foot of Lake Champlain at Rouse's Point.

It is proposed to build this bridge of *suspension-work*, resting on piers; leaving an extent of free water-way for the discharge of the lake, of about 2000 feet, measuring in the direction of the bridge. The piers, except those contiguous to the draws, to be 8 feet in thickness at low water mark, with a suitable batter; their length in the direction of the current to be from 50 to 60 feet. The openings between the piers, in the channel, to be from 100 to 140 feet, each, in the clear, except those at the draws, one of which is to be 60 feet. The draws to be so constructed as to occasion the least possible interruption to the navigation of that part of the lake.

It is proposed to furnish the draws with a pier or dock extending through the bridge, as nearly as may be in the direction of the current, of not less than 300 feet in length, with suitable *fasts* and *fender piers* for the accommodation and security of the vessels passing the draws.

*To the Honorable the Committee on Railroads
in the Senate of New-York.*

GENTLEMEN :—I am requested to express my opinion as to the effect which a draw-bridge at *Rouse's Point*, constructed on the plan proposed by the Northern Railroad Company, will have upon the navigation of the Lake. In compliance with this request, I ask leave to state that I have been extensively acquainted with draw-bridges of the kind which it is proposed to build at *Rouse's Point*. That I have been for many years familiar with the use and operation of these bridges ; and that I have built and had operated under my own observation and superintendence, several of this kind of bridges, through one of which passes many times the amount of commerce which passes between Lake Champlain and the Canada waters below.

I have frequently witnessed the passage of these draws by large vessels built for the navigation of the ocean, and engaged in trade with distant countries. They find no difficulty in the passage of these draws. Their detention in any one transit, is seldom more than from three to five minutes.

The proposed location of the bridge at *Rouse's Point*, is very favorable to the operation of the structures which are there proposed. The lake in this neighborhood, is indented by bays and head-lands, so that vessels in passing this place are seldom exposed to any inconvenient motion of the water. In the ordinary stages of the water, the current at the place where it is proposed to erect the bridge, is exceedingly slight ; and it is proposed to place the draw just at the edge of the channel, where the water is of sufficient depth for the passage of any vessel that can navigate the river below, but where there will be no current to render difficult the passage of vessels in either direction. It is proposed to afford in the construction and management of these draws, every facility for the passage of vessels

descending the river, or arriving from the river below, so that it is believed the erection of the bridge will prove no essential impediment to the navigation, and commerce of the lake and river.

The Richelieu river is of difficult navigation, having a very crooked and irregular channel abounding with *bars* and *shoals*, so that it is seldom passed in the night, and never in difficult weather. It is the uniform practice of the steamboats arriving at Rouse's Point in the evening, to lie-by till morning and take daylight for the passage down and up the river between this point and St. Johns, and in bad weather it is not practicable to navigate this river by daylight; even the steamboats get aground in windy weather; so that there can never be any difficulty in passing the draw in any weather in which it would be safe to run the river.

I ask leave to suggest, that the draw-bridge will occasion but a trifling detention to vessels navigating the lake, while the lake without the bridge will be a very serious obstruction in the way of the railroad; and I agree entirely with the opinion expressed by the distinguished engineer who has charge of the Hudson River Railroad, that the objection—that a railroad bridge at Rouse's Point, with a suitable draw for the passage of vessels, will impede the navigation of the lake—belongs to an earlier age.

The only other question as to the effect of the bridge which I have heard suggested, is, whether it might not possibly obstruct the flow of the water so that the lake will not readily be discharged; of this there need be no apprehension, as the water way under the bridge and through the several passages left for the discharge of the lake, will be about three times the capacity of the water way three miles further north. I have examined this subject, and have made extensive experiments to test the effect of bridges in similar cases; and I give it as a professional opinion, that the proposed bridge will have no appreciable effect on the discharge of the lake.

All which is respectfully submitted.

JAMES HAYWARD,

Chief Engineer of the N. R. R.

FEBRUARY 4, 1848.

STATE OF NEW-YORK, }
 Albany county, } ss:

James Hayward, civil engineer, being duly sworn, says that he has been practically engaged in the business of a civil engineer for more than twenty years past; and that prior to his entering upon the active duties of his profession as an engineer, he (by request) states that he was professor of mathematics and natural philosophy in the University at Cambridge, and engaged in giving instruction in branches connected with civil engineering; that he left the university to accept an appointment as one of the board of commissioners of internal improvements in the State of Massachusetts, and was appointed the engineer of the board; that he has had occasion to investigate many cases of hydraulic engineering, and has been employed under the direction of the Legislature of Massachusetts on two different occasions in a hydrographical survey of Boston harbor with its rivers and estuaries, and particularly in series of experiments to ascertain the effect on the harbor of the bridges which have been constructed across the several rivers and estuaries connected with the harbor; that he has had much experience in surveying, locating, and constructing railroads and bridges, and has long been familiar with the use and operation of draw bridges, and has built and had operated under his superintendence and observation, several draw bridges; through one of which passes many times the amount of the whole commerce of Lake Champlain; that more than 5700 vessels passed one of those draws in one year; that he has often witnessed the passage of these draws by large vessels built for the navigation of the ocean, and engaged in trade with distant countries, and that they find no difficulty in passing those draws, their detention, in any one transit being seldom more than from three to five minutes.

And this deponent further says, that he has made examinations of the outlet of Lake Champlain and the Richelieu river, and caused measurements and soundings to be made for the purpose of ascertaining the feasibility of constructing a draw bridge across the outlet of said lake at or near Rouse's Point, and the probable effect which said bridge constructed on the plan contained in the specification hereto annexed, might have upon the navigation, and upon the flow of the water of the lake and river below; and he says that from such examinations, surveys and soundings, and the best information he could

obtain, he believes the statement of facts and the opinion expressed in the statements appended to said specification, to be correct.

And he further says, that from estimates made upon such examination, surveys and soundings, it appears that the whole area of water-way, in the ordinary state of the water, at Rouse's Point, is about 39,000 feet, and after the bridge should be built, would be between 28,000 and 29,000 feet, while at Ash Island, from three to four miles below Rouse's Point, the whole area of water-way is only about 10,000 feet, being only a little more than one-third the water-way that would be left at Rouse's Point after the construction of the bridge, and that the width of the water-way at Rouse's Point at the surface, exclusive of the piers and abutments of the bridge, after it shall be built, will be about twice the width of the water-way of the two channels at Ash Island; and further, that it will be about equal to the whole water-way opposite the fort at Rouse's Point, where the width is contracted or lessened by the government works.

And this deponent further says, that he has given the subject much examination and consideration, and he is confident in the correctness of the opinion already expressed, that the proposed bridge would not produce any appreciable effect on the discharge of the lake and would not prove any essential impediment to the navigation or commerce of the lake and river.

JAMES HAYWARD.

Sworn before me, }
28th March, 1848, }

WM. PARMELEE, *Mayor of Albany.*

STATE OF NEW-YORK, ss.:

Simeon Cooper, of Grand Isle county, in the State of Vermont, being duly sworn, says, that he is well acquainted with the navigation of the Richelieu river, from the foot of Lake Champlain to St. Johns, and has owned and sailed a vessel thereon; that the navigation of the same is very difficult; that the channel is very narrow and crooked at Ash island and Isle au Noix, and also a very narrow and crooked channel at Bloody island, about one mile above Ash island, which is one of the most difficult places for passing between Rouse's Point and St. Johns; that there is also a reef of rocks within about one mile of the State line, and another bed of rocks a little below Hospital island, so situated as to require great care and a familiar

acquaintance with the channel to avoid running on them; and this deponent believes that whenever the wind should be such that a vessel could not safely pass a draw, constructed as proposed by the engineer of the Northern Railroad Company at Rouse's Point, it would not be safe to navigate the said river, or proceed into the same; that generally vessels going to St. Johns, if they arrive at the line at evening, lay by in that neighborhood till morning; that it is not safe to go down the river in the night with a loaded vessel, and that no prudent master of a vessel or craft would run the risk of going down the river with a loaded vessel in the night, even in the best of weather, unless it was very light. And he further says that he has had occasion to pass draw-bridges with vessels, and has had experience of the same, and that he is well acquainted with the position of the shores, &c., at and in the vicinity of Rouse's Point, and with the effect of the winds on the water and on vessels at that place and at Champlain landing; and he is of opinion that the place where it is proposed to build the said draw-bridge, is a very favorable position for a draw-bridge; that Stony Point and Windmill Point cut off to a great extent the swells occasioned by a strong south wind, and would afford protection to vessels passing the draw; and that he has hardly ever known any swells or wind at that place that would prevent a vessel coming up to the dock at Champlain landing; and that no prudent navigator would navigate either the lake or said river in such a storm as would render it unsafe to come up to those wharves; and this deponent does not believe that a draw bridge constructed on the plan proposed as aforesaid, with such pier or dock, and fairs and fender pieces as is proposed, would produce any essential impediment to the navigation. And he further says, that no loaded sail vessel can come up the Richelieu river against a head wind; and he further says that there are now two bridges across said river, one at St. Johns and one at Chambly, and that there is another in progress of construction eight miles north of Chambly basin; that there is a draw in the first of these bridges, and eight others on the canal between St. Johns and Chambly; and that there is to be a draw in the bridge now under construction eight miles below.

And this deponent further says, that he has been employed the last season in transporting stone in boats from Isle la Motte down the lake and river to Belle Isle; that there were eight boats employed in

carrying stone for the bridge at Belle Isle. These stone boats generally enter and clear at Lacolle; one of those boats made eighteen trips during the season, and he thinks they would average about 16 trips each. There were also an average of about three boats employed in taking wood to Chambly, making about one trip a week for about 26 weeks; that these boats are small canal boats, of from 38 to 50 tons, or thereabouts, and that they have to be registered in order to go into Canada.

SIMEON COOPER.

Sworn the 30th day of March, }
1848, before me, }

WM. PARMELEE, *Albany county Judge.*

STATE OF NEW-YORK, } ss.
Albany county,

James Hayward, civil engineer, being further sworn, says, (in addition to what he has already deposed relative to the favorable position of the place where it is intended to build the proposed draw bridge across Lake Champlain,) that the lake, as may be seen on the maps, is much contracted for the distance of two miles above the place where it is intended to build the bridge—that Windmill Point on the easterly side, and Stony Point above on the westerly side, so project and interlock as in a great measure to protect the lake below from south winds and to break the swells from the lake above, and that the fort and government works project so far into the lake in the narrow part thereof as to prevent any inconvenient motion of the water below the fort in south winds. And this deponent further says, that Point au Fer is situated four or five miles above the fort, and he believes that vessels may be seen at least three miles distant from the place of the proposed draw on their approach towards it either way—and that it would require only about one and a half or two minutes to open the draw; and further, that in practice the draw would be kept open during the season of navigation, except when trains are passing, and that notice for opening the draw will not be required from vessels passing it—that the draw is to be so constructed with an extension dock and with guide and fender posts, that a vessel cannot miss the draw if navigated with ordinary care; that whenever vessels can beat out of the river they will be able to pass the draw without difficulty; that by the plan there is to be a dock of 300 feet

length connected with the draw, which vessels can come up to in any weather when it would be safe to navigate the lake and river.

JAMES HAYWARD.

Sworn this 31st March, {
1848, before me, }

JOHN WILLARD, *Justice Sup. Court.*

STATE OF NEW-YORK, }
City and county of Albany, } ss.

James Van Cleve, of Lewiston, in the county of Niagara, being duly sworn, says, that he has been engaged for twenty-four years in navigating Lake Ontario and the St. Lawrence river, and has commanded a steamboat and vessel thereon for about sixteen years, and now commands the steamer Bay State, and is acquainted with the St. Lawrence river below Ogdensburgh to Montreal. That vessels of about 400 or 500 tons burthen pass down the river to Montreal from the western lakes, and return to Ogdensburgh and the western lakes through the Canada canals. There are four or five such canals, with locks of equal or greater capacity than those of the Welland canal. That the Lachine canal, which is the first canal above Montreal, has been enlarged to a ship canal, and the rapids overcome by that canal are the most dangerous on the St. Lawrence river. That vessels of the size above mentioned have passed down from the upper lakes to Montreal, and up through those canals. That propellers of a smaller size have passed, the past season, from the upper lakes and discharged their cargoes at ports on Lake Champlain, passing up the Richelieu river, and returned by that river and the St. Lawrence river through the Canada canals. That should the Chambly canal be enlarged to the same size as the St. Lawrence river canals, vessels of 400 or 500 tons burthen could easily discharge cargoes taken in on the upper lakes at the ports on Lake Champlain. And this deponent further says, that he has seen a large amount of railroad iron—several vessels loaded with it—passing up the St. Lawrence river and the lakes to Ohio and Michigan, the past season, coming through the Gulf of the St. Lawrence river, as he understood and believes. That the St. Lawrence river is free from ice nearly a month later than canals of this state. That this deponent is some acquainted with Lake Champlain and its outlets,—that in his opinion a draw bridge could be constructed across the outlet of Lake Champlain at the point proposed for the construction of a bridge, to connect the

Northern railroad with the Vermont railroad, so as not to impede the navigation on said lake. That the construction of the bridge would not, in his opinion, raise the water in said lake. That piers, or docks, properly constructed, above and below the bridge, would benefit the navigation of said lake by indicating the channel of navigation, and affording safe fastenings for vessels. That the detention at the draw would be slight, if at all. That the construction of the bridge would not, in his opinion, tend to create a greater sea at that point than at present.

J. VAN CLEVE.

Subscribed and sworn, this 24th day }
of January, 1849, before me, }

B. BAGLEY, *Commissioner &c.*

In the matter of the proposed railroad }
bridge at Rouse's Point. }

CANADA EAST, }
City of Montreal, } ss.

Benjamin Brewster, of the city of Montreal, Canada East, being duly sworn, deposeth and saith: That he is fifty years of age, and is a native of Middlebury, in the State of Vermont, and has been in business in Montreal, aforesaid, as a merchant since 1820, as a wholesale dealer in hardware, but has been somewhat engaged in the lumber trade; that during all that time he has been acquainted with the transportation business on the river St. Lawrence and Lake Champlain, and has had large connexions with such business; that he is a director of the Champlain and St. Lawrence railroad, extending from the river St. Lawrence to St. Johns; that that railroad has been extended by an act of the provincial Parliament from St. Johns to the province line near Rouse's Point, and is now under contract for, and in process of construction, and will be completed in the month of June next, and form a connection with the Northern railroad at Rouse's Point; the iron for the road is already contracted for; the grade for the road is highly favorable for heavy freight transportation; when the extension of that road is completed to Rouse's Point, the entire freight traffic between Lake Champlain and Montreal will pass over that road, and that, in the opinion of the witness, Rouse's Point will be the northern termination of steam boats on Lake Champlain, whether there is a bridge at that place or not; that the only water communication of Lake Champlain between Rouse's Point and the river St. Lawrence, is by the Richelieu river and Chambly canal, in-

tersecting with the river St. Lawrence at a point 45 miles below Montreal, and eighty miles north of Rouse's Point making the distance by water navigation, from Rouse's Point to Montreal 125 miles; when the St. Johns railroad is extended to Rouse's Point, the distance from Montreal to that place will not exceed 40 miles by the railroad; passengers will be run over that road in one hour, and freight trains in from two to three hours.

And the deponent further saith, that from his knowledge of the country, its climate, and the feasibility and the expense of the project, that a ship canal from the river St. Lawrence to any point south of St. Johns will never be built; that the chartered right to build such canal is subject to the approval of the executive government of Canada, which has already determined upon the improvement of the Chambly canal, as the best means of water communication between the river St. Lawrence and Lake Champlain; the size of the locks of the Chambly canal are 23 feet wide by 110 feet in length; square timber and sawed lumber, the former in cribs and the latter in boats, pass through the Chambly canal and forms its principal business, perhaps three-quarters of it.

Square timber pass the locks on the canal in cribs less than 23 feet in width and less than one hundred feet in length. On the Ottawa river, above Montreal, these cribs have to be run singly over the rapids in the usual stages of the water. Where more cribs than one can be run together, they are attached by withes, of which a large quantity are always prepared with a raft. When rafts reach the locks on the Chambly canal, or the draw-bridge over the Richelieu at Belloiel, they are separated into single cribs by cutting the withes, which is a process very easily and cheaply performed, and after passing the locks or draw-bridge, are easily again attached by new withes.

That the proposed draw-bridge at Rouse's Point will not be a greater obstruction to the navigation of the lake and river than the draw-bridge at Belloiel, the locks on the canal, Youles and Jones's bridge, and that it is perfectly easy to tow up the same cribs to Rouse's Point before putting them together for their passage down the lake, and that in his opinion the obstruction to timber navigation would be very small compared with the public benefit of the proposed bridge.

That the residue of the freight of the river and canal is carried in boats none exceeding 23 feet in width, and many of them not over 12 feet, to accommodate themselves to the Champlain canal. The tows of all these vessels are broken up to pass the locks of the Chambly canal, which would not be necessary passing the bridge at Rouse's Point, that the proposed bridge at Rouse's Point could not be any essential inconvenience to that class of vessels; and in the judgment of the witness the best point of connexion between all railroads from the east, north, south and west, with the navigation of Lake Champlain, is at Rouse's Point, and is the best point of connexion for trade between Canada East and Canada West with the city of New-York and other Atlantic ports. That the draw-bridge for winter connexion with the east, southern and western roads is absolutely necessary, and if it is not built in the states, such a bridge will be built on this side of the line.

Question asked the witness. Do you anticipate any objection from the Canadian authority to granting a bridge crossing on the north side of the province line?

Ans. I do not—Two charters have already been obtained without objection, for railroad bridges on the Richelieu river, and two for toll bridges to private individuals, and that he understands that with a portion of the Canadian authority it is the policy to have such a draw-bridge on this side of the line for the reason that a large town would be likely to grow up near it. That in the season of navigation much the largest proportion of flour and grain from the western lakes coming to Lake Champlain will pass down the Hudson river to New-York city. That Canada flour is now exported to New-York and from thence to Liverpool and Halifax in preference to going down the Gulf of the St. Lawrence. That the abundance of freighting vessels in New-York harbor would always render transportation from that point on the Atlantic, cheaper and quicker than from any other port. Flour has been brought this season from Lake Erie to Montreal for 30 cents per barrel, and is carried over the St. Lawrence and Champlain railroad to New-York for 30 cents, making 60 cents from Lake Erie to New-York.

The present affidavit hath been read to the said deponent who hath signed.

BENJ. BREWSTER.

Subscribed and sworn before me at }
Montreal, this 3d Oct. 1850. }

J. BELLE, *Jutice of the Peace and Commissioner
of the Superior Court of Montreal for the
purpose of taking affidavits.*

In the matter of the proposed }
Draw bridge at Rouse's Point. }

Clinton County, ss. Alexander H. Brainard, of Laprairie, Canada East, being duly sworn, says he is aged forty-three years, and is at present engineer and superintendent of the Champlain and St. Lawrence railroad, and has been formerly employed as superintendent of other roads—among them the Syracuse and Utica, and the New-York and Erie railroads—and for the last three years has been superintendent of the railroad from Montreal to St. Johns, and is now engineer and superintendent for the construction of the extension of the last mentioned road from St. John's to a connection with the Ogdensburgh road at Rouse's Point; that such extension is under contract and in process of completion, and the iron contracted for and to be furnished by the first of July next. The length of the extension line is twenty-two miles, twenty-one of which is straight, and the curves are formed merely for connection with the other two roads. The highest grade of the line is 20 feet to the mile, and that for only about three miles, in separate plains. The road is excellently well adapted to a heavy freight business from Montreal to Rouse's Point; and, when completed, witness has no doubt it will take much the largest proportion of steamboat freight passing to and from Montreal, and that the transportation business of freight passing from the River St. Lawrence by canal will only be done by small steamers, canal and sailing vessels. And this deponent further saith, that in his judgment Rouse's Point is by far the best point of connection for the roads coming north from Canada, south from the Hudson river, and east from the New-England roads; and that in his opinion a suitable draw bridge, forming a connection with all those roads at that point, would be a great public convenience, and would be of small comparative injury to any other interest, compared with the general benefits. That he has seen proposed plans for

the construction of the bridge, with openings of seventy feet each, with jetties or jaws, fasts and fender posts, for convenient passage of vessels; and concurs in opinion that that would be a proper plan upon which to build said draw bridge. That with a breakwater suitably erected, southerly of the draw, the navigation of the draw for vessels would be safe and convenient; but perhaps would not improve the natural navigation. Witness is acquainted with the railroad draw bridge over the Richelieu river, for the St. Lawrence and Atlantic road, through the draw of which all vessels coming from the St. Lawrence river to Lake Champlain pass. The draw is opened within the space of from one to two minutes, and always in season for approaching vessels. The draw turns upon a turn-table, similar to the one proposed at Rouse's Point. There is a strong current at the Baloeil bridge, of about two miles an hour, according to the state of the water; and a projecting point above the draw, which tends to throw the current away from the opening. In the winter season, the witness considers a draw bridge at Rouse's Point very highly necessary to a connection of the said railroads, and also to public convenience and safety. There are many times when the ice will not admit of navigation, and is still insecure for any passage over it.

And this deponent further says, that he has as engineer of the St. Lawrence and Champlain railroad caused to be filed a map of location as required by the charter, with one line located north of the Province line, with a view to the construction of a drawbridge at that point, in the event it might become necessary by a refusal to permit one to be constructed at Rouse's Point. And he believes a charter for a drawbridge north of the Province line would be granted by the Provincial government, if such bridge should be constructed there, but that the extension charter points to a connexion at Rouse's Point as the most proper. The trade and travel between Canada, New-York and New England is rapidly increasing and strongly requires a convenient winter connexion, and that such connexion would very much facilitate the intercourse between the two countries.

Rouse's Point is the proper foot of steamboat navigation of Lake Champlain. The navigation from Rouse's Point to St. Johns is difficult and uncertain as to time. The ordinary passage of steamboats

between Rouse's Point and St. Johns is two hours, but it often happens in low water and foggy weather a much longer time is required. So that a connexion with the railroad trains at St. Johns is rendered uncertain. From Rouse's Point south the navigation of the lake is comparatively easy for all classes of steamboats. The Canada road in his charge is intended for a large transportation of lumber as well as other freight, and that part of it between La Prairie and St. Johns has already done a heavy amount of transportation of lumber. That the railroad from Montreal to Rouse's Point when completed will save, in the opinion of witness, from one to two days time in passing property from Montreal to Rouses's Point.

And this deponent further says, that he has no stock or interest in any of the roads in Canada or in any of the connexion roads, and has no interest in the matter in question other than his desire for the public good and the interest of the road under his charge.

A. H. BRAINERD.

Subscribed and sworn this 5th }
day of Oct., 1850, before me. }

A. S. THURBER, *Justice of Peace.*

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